

NO.	MILE POST	IMPROVEMENT	FIGURE
PROPOSED RIGHT OF WAY			
1	68.9 to 83.1	SR-12 Corridor	2.2, sheet 1 to 4
1a	82.1	Stockpile Site	2.2, sheet 4
PROPOSED SPOT IMPROVEMENTS			
2	74.5	Replace Calf Creek Bridge	2.3
3		STABILIZE ROADWAY AND ROADSIDE	
3a	74.8	Stabilize Roadway	2.4, 2.4-A
3b	75.4	Stabilize Roadside	2.5 to 2.6-A
3c	77.5 to 77.7	Stabilize Roadside	2.7, 2.7-A
4		PROVIDE SLOW VEHICLE TURNOUTS	
4a	69.9	Westbound	2.8, 2.8-A
4b	71.7	Eastbound	2.9, 2.9-A
4c	72.5	Westbound	2.10, 2.10-A
4d	76.2	Eastbound	2.11, 2.11-A
4e	79.5	Eastbound	2.12, 2.12-A
4f	83	Westbound	2.13, 2.13-A
5		IMPROVE INTERSECTIONS	
5a	64.4	Hole-in-the-Rock Road	2.14, 2.14-A
5b	75	Calf Creek Recreation Area	2.15, 2.15-A
6	71	Widen Narrow Curve	2.16, 2.16-A
7	*	Improve Signing	

* (locations to be determined during design so these are not depicted on the map)

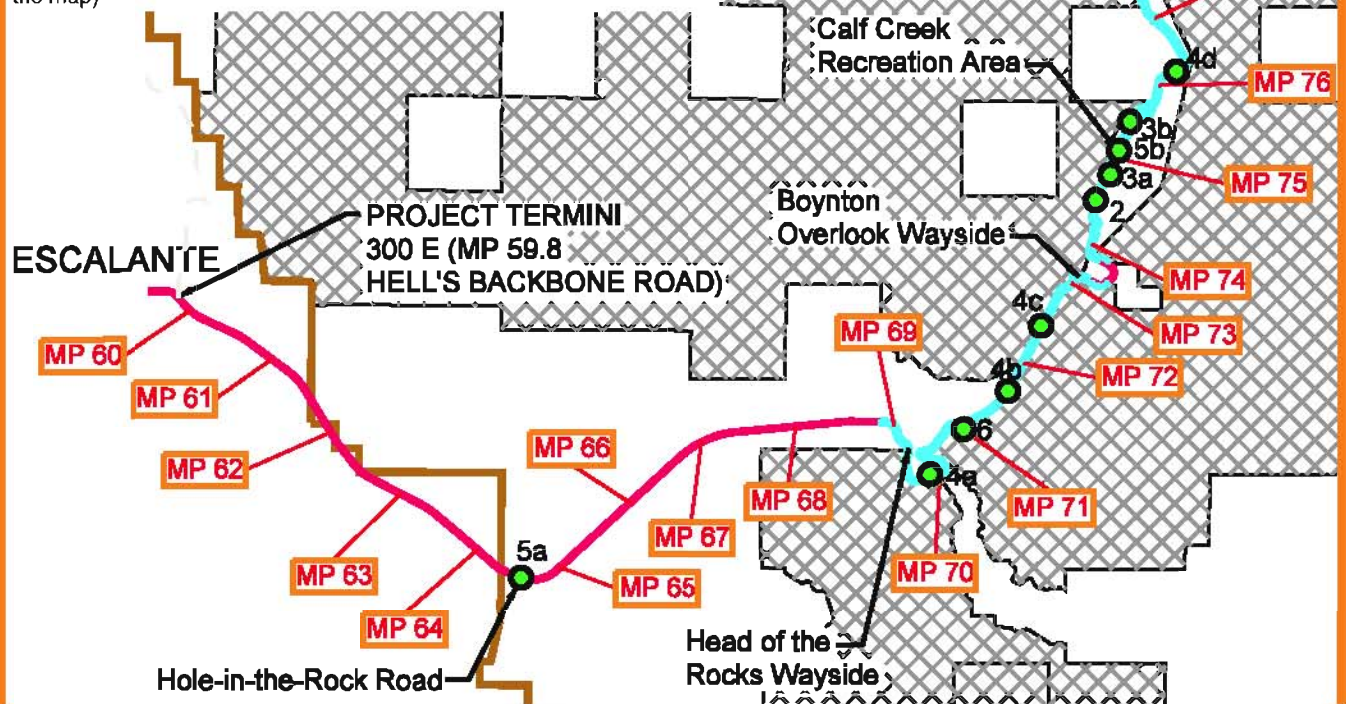
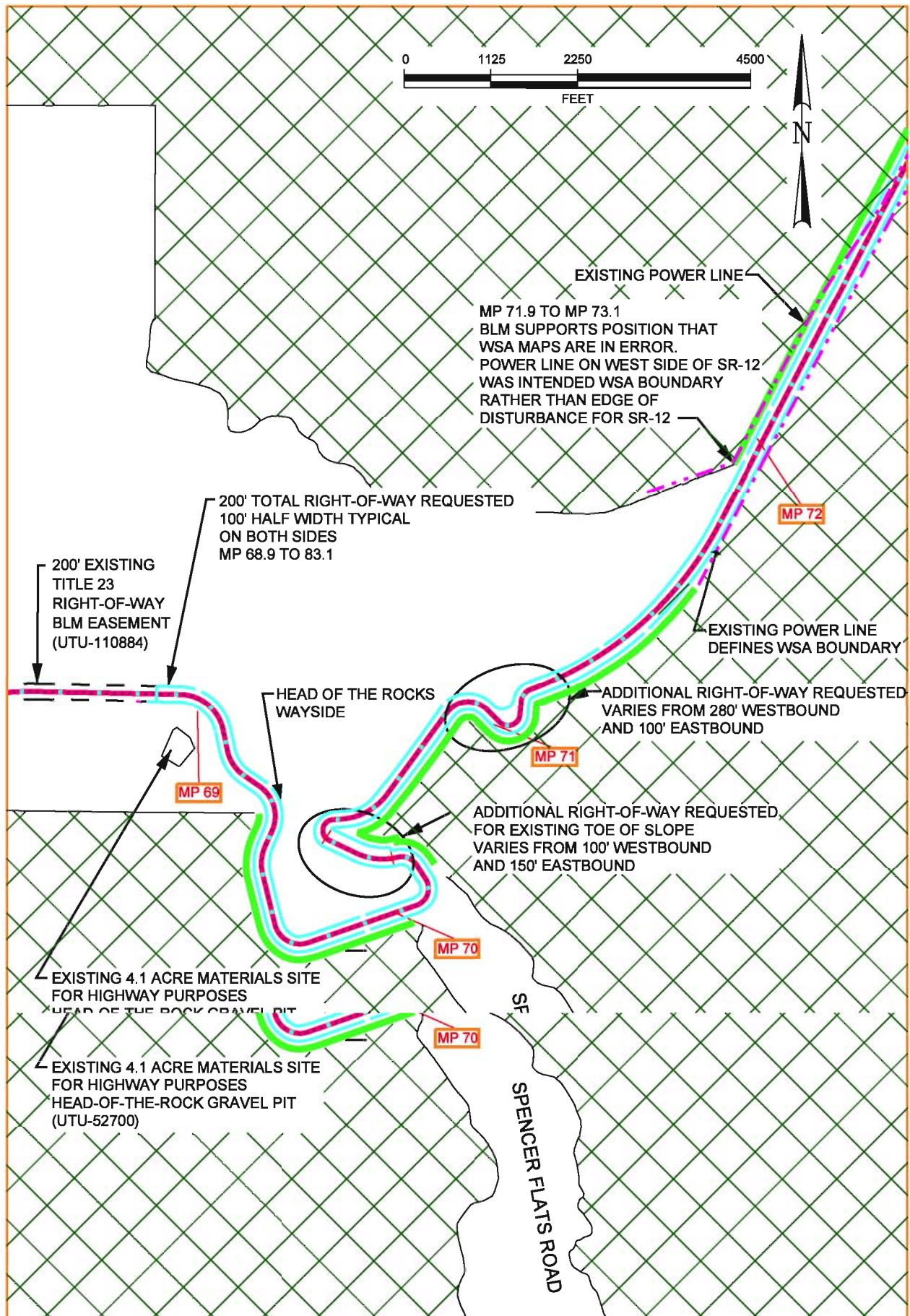


FIGURE 2.1 BUILD ALTERNATIVE

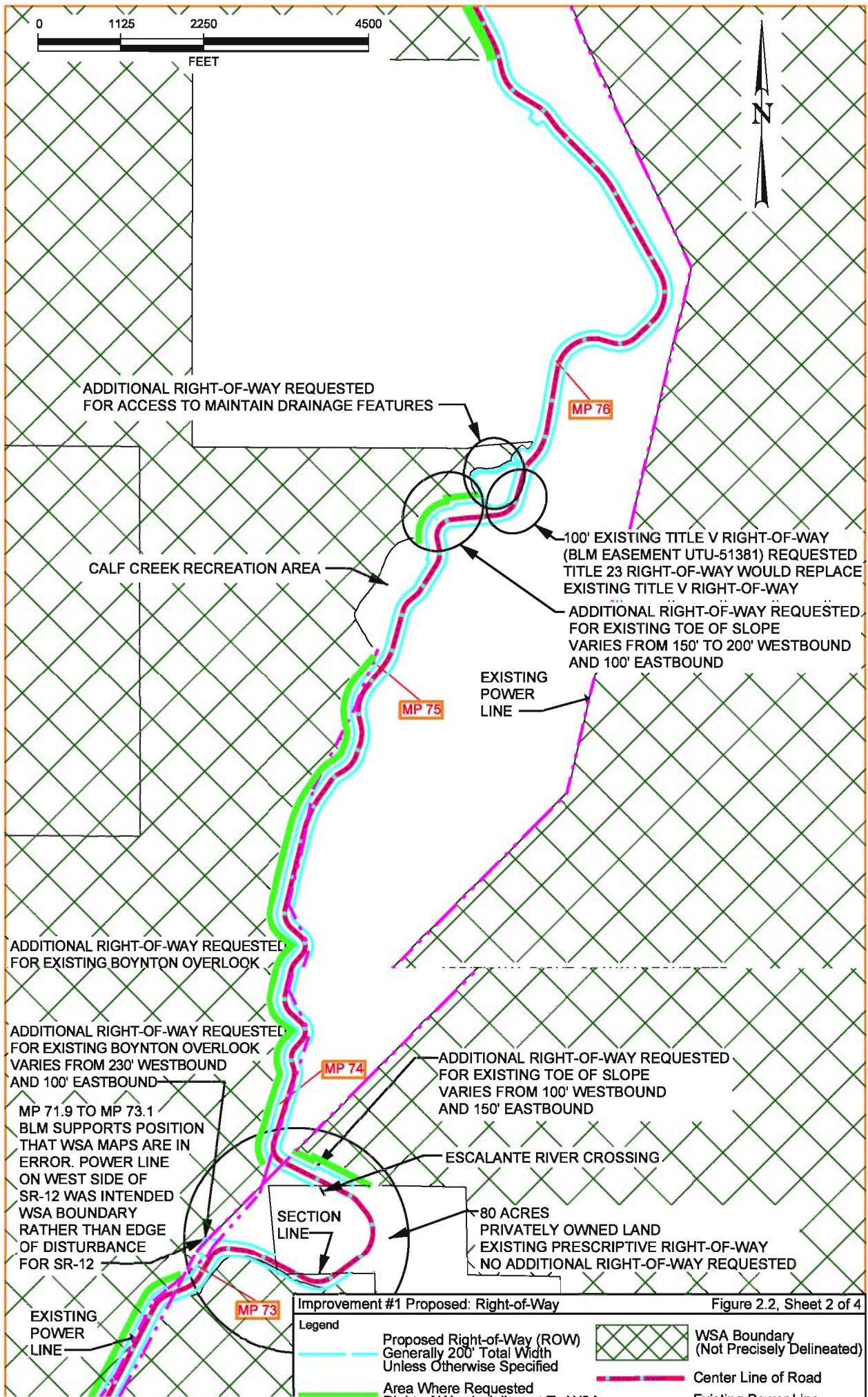
- SR-12 Existing Right-of-Way
- SR-12 Right-of-Way Requested
- # Additional Right-of-Way Requested for Stockpile Site
- # Location of Proposed Spot Improvement
- Grand Staircase - Escalante National Monument Boundary
- Wilderness Study Area (WSA) (Boundary is Approximate)

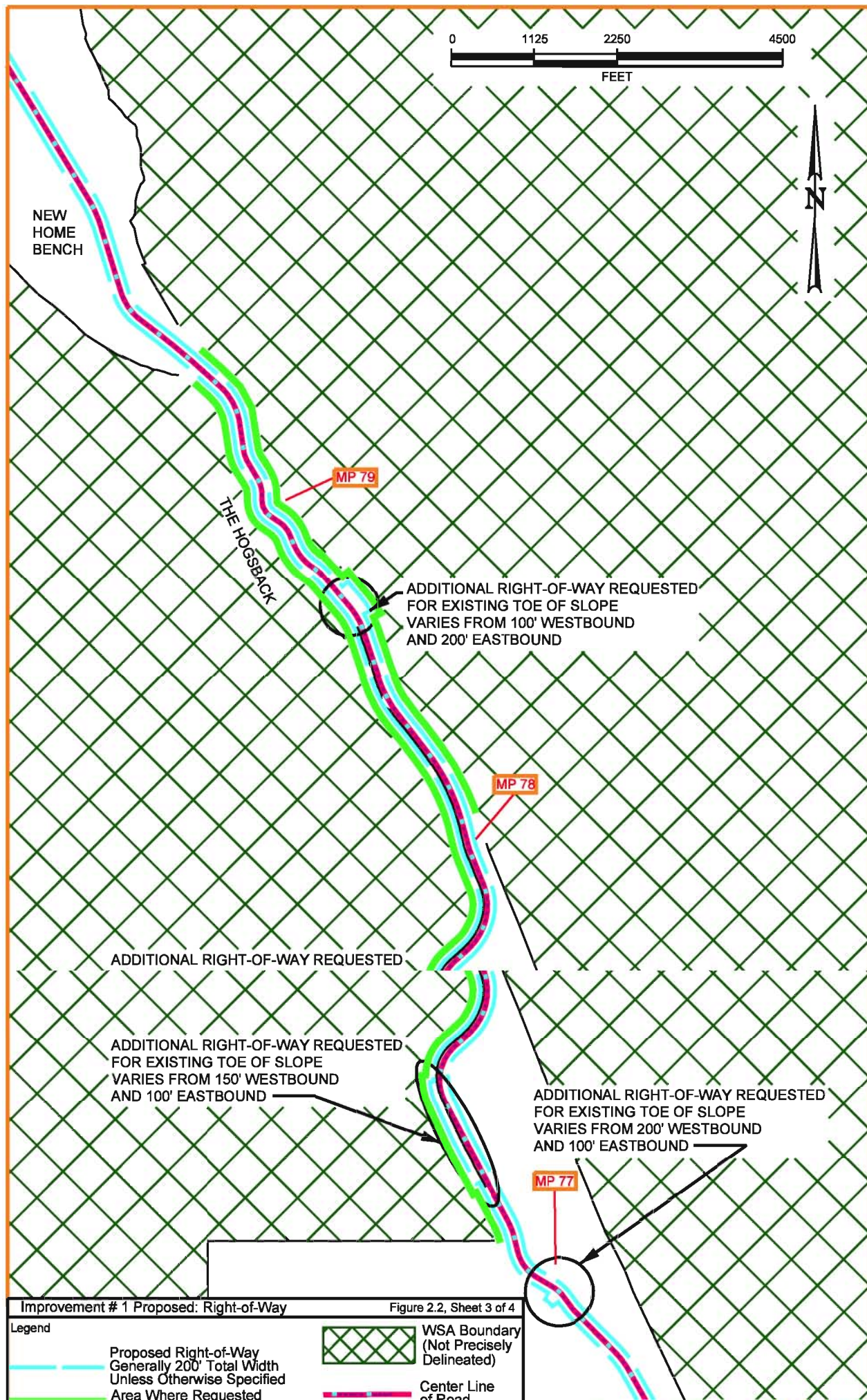


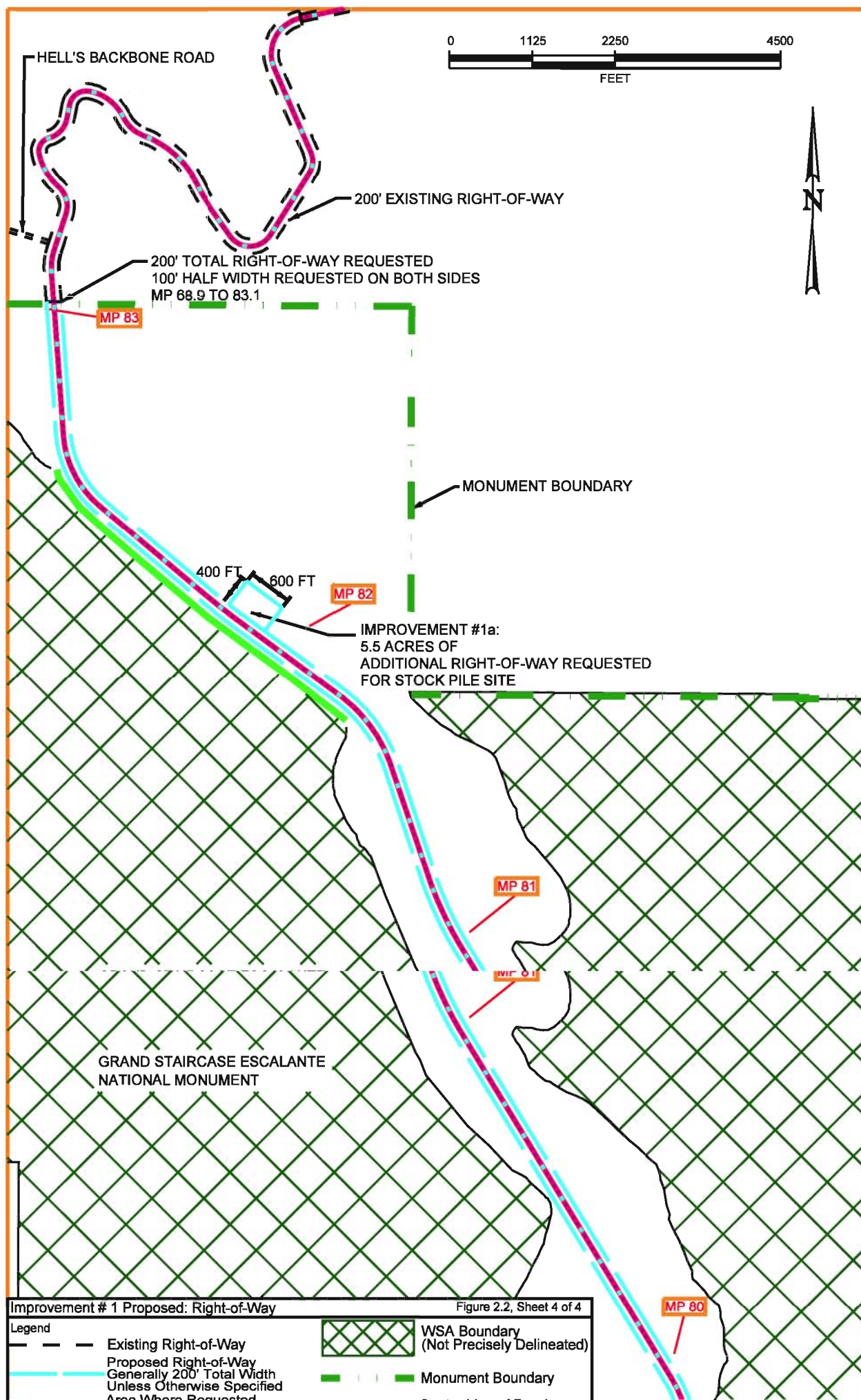
Improvement # 1 Proposed: Right-of-Way

Figure 2.2, Sheet 1 of 4

Legend	
— — —	Existing Right-of-Way
— — —	Proposed Right-of-Way Generally 200' Total Width Unless Otherwise Specified
— — —	Area Where Requested Right-of-Way Is Adjacent To WSA
	WSA-Boundary (Not Precisely Delineated)
— — —	Center Line of Road
— — —	Existing Power Line

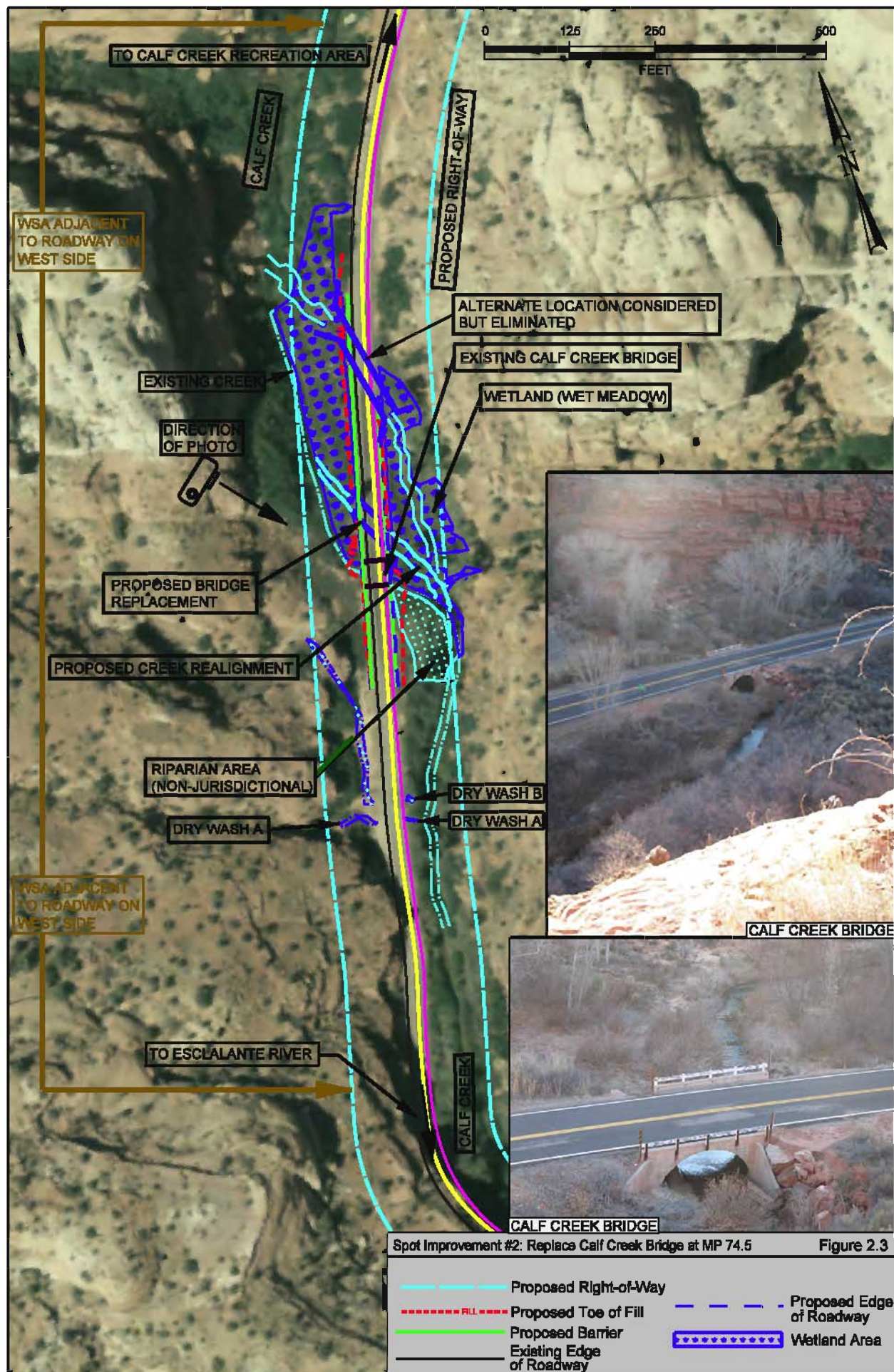


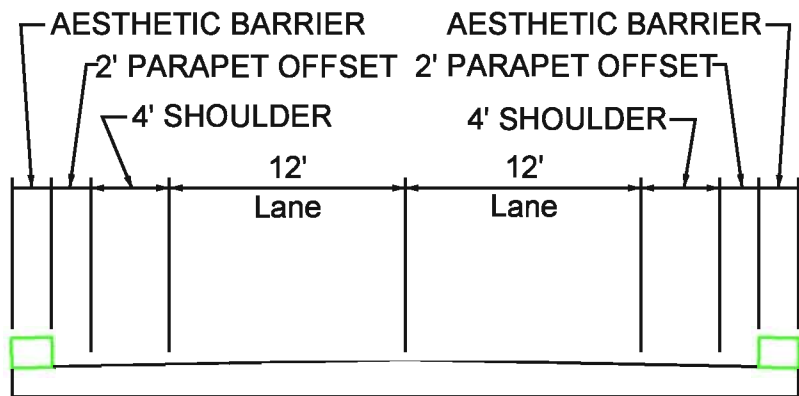




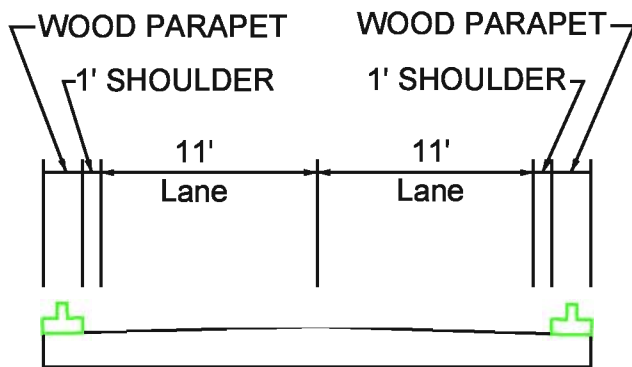
Improvement # 1 Proposed: Right-of-Way

Figure 2.2, Sheet 4 of 4

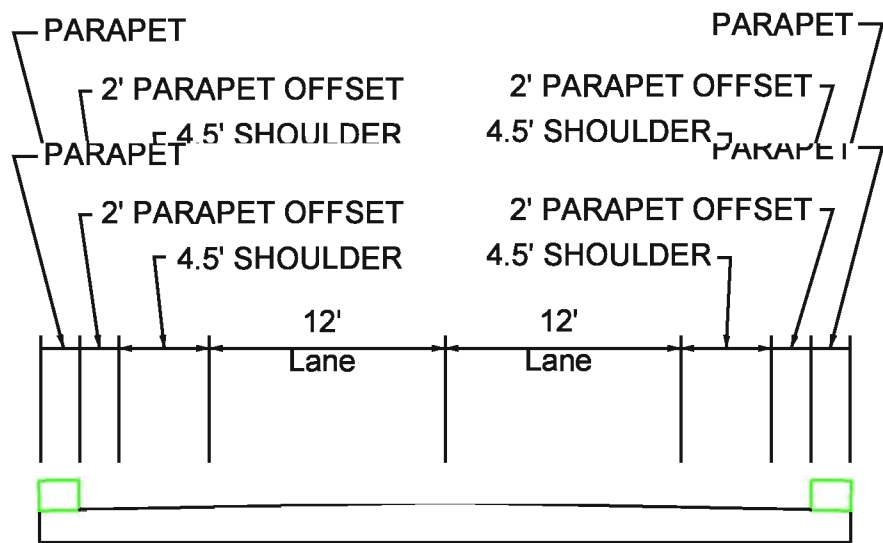




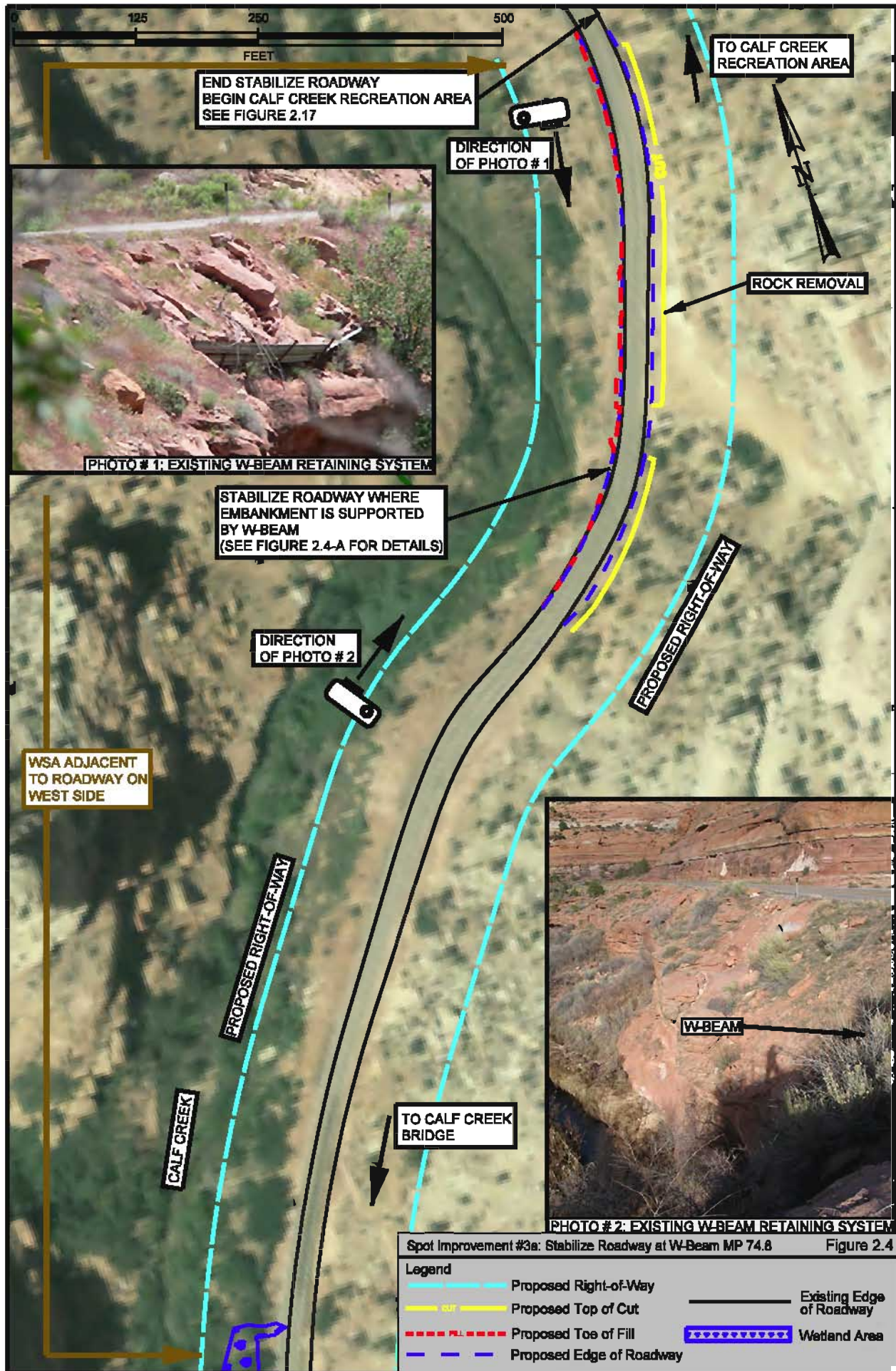
PROPOSED CALF CREEK BRIDGE
TYPICAL SECTION

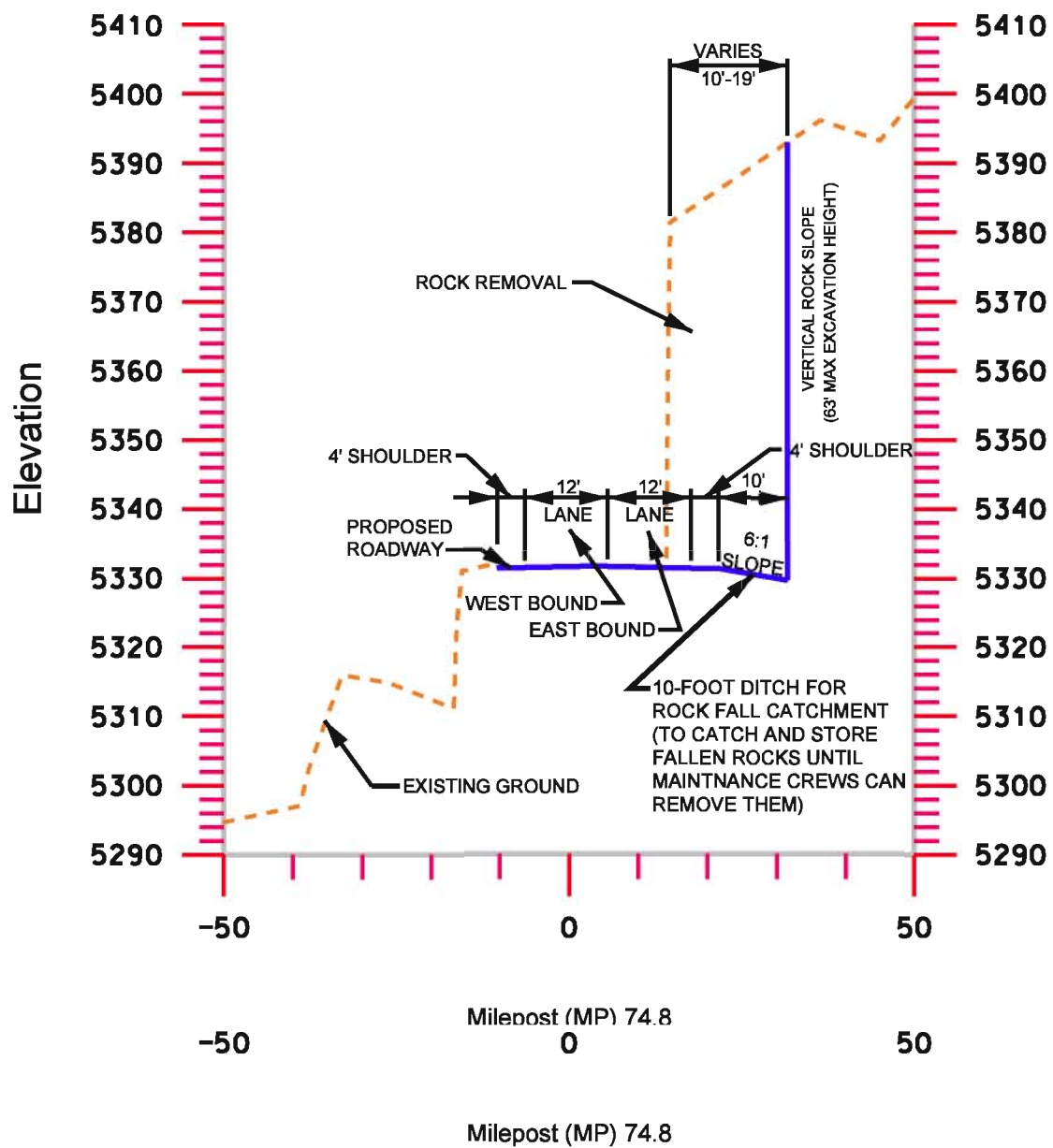


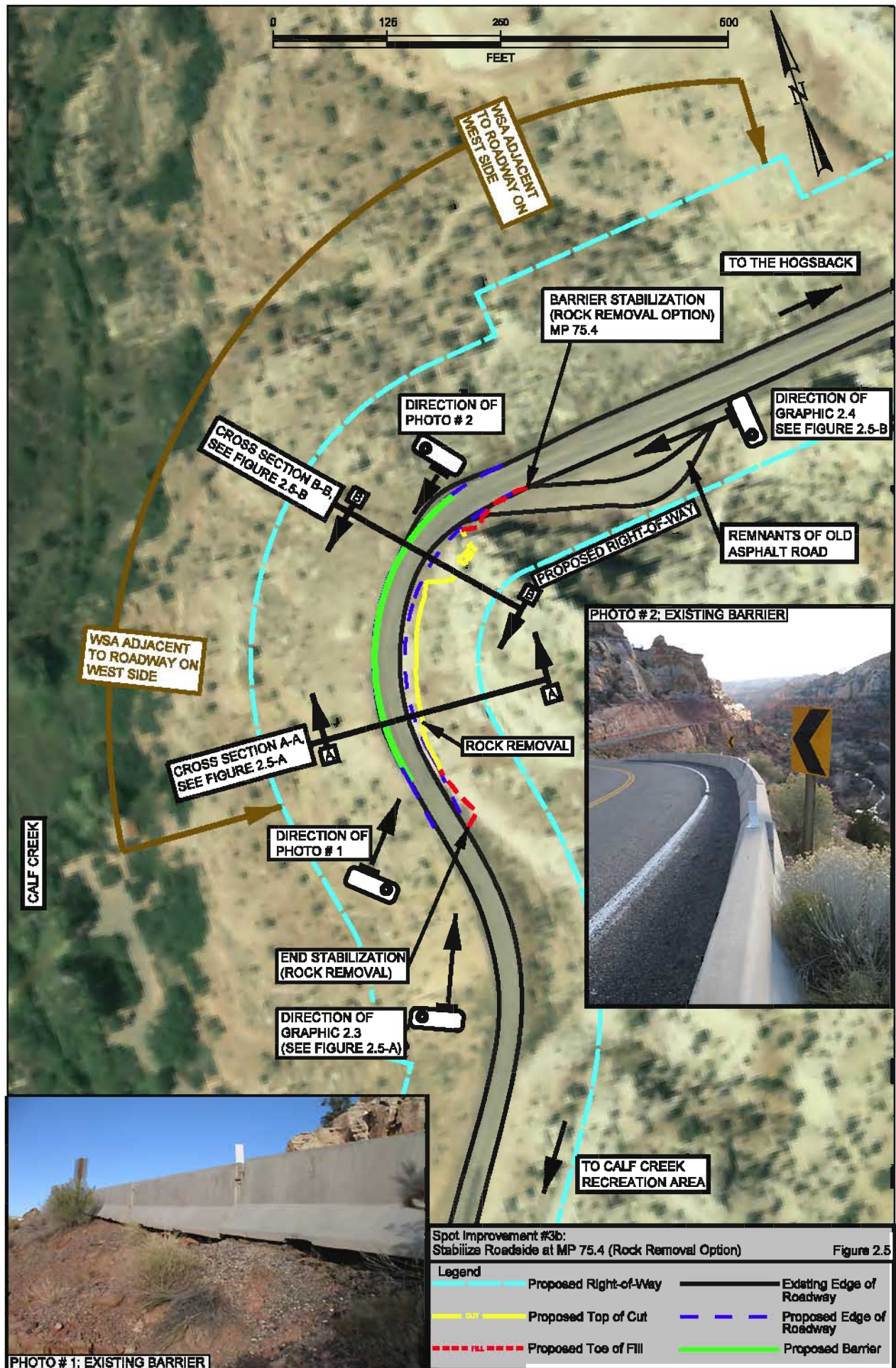
EXISTING CALF CREEK BRIDGE
TYPICAL SECTION

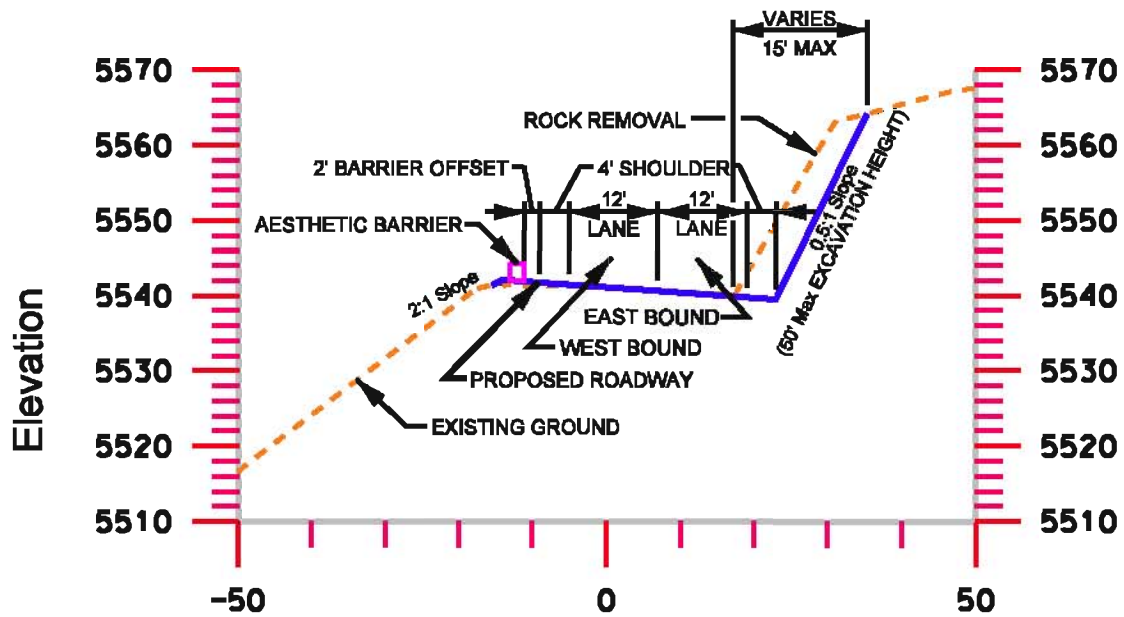


EXISTING ESCALANTE BRIDGE
TYPICAL SECTION



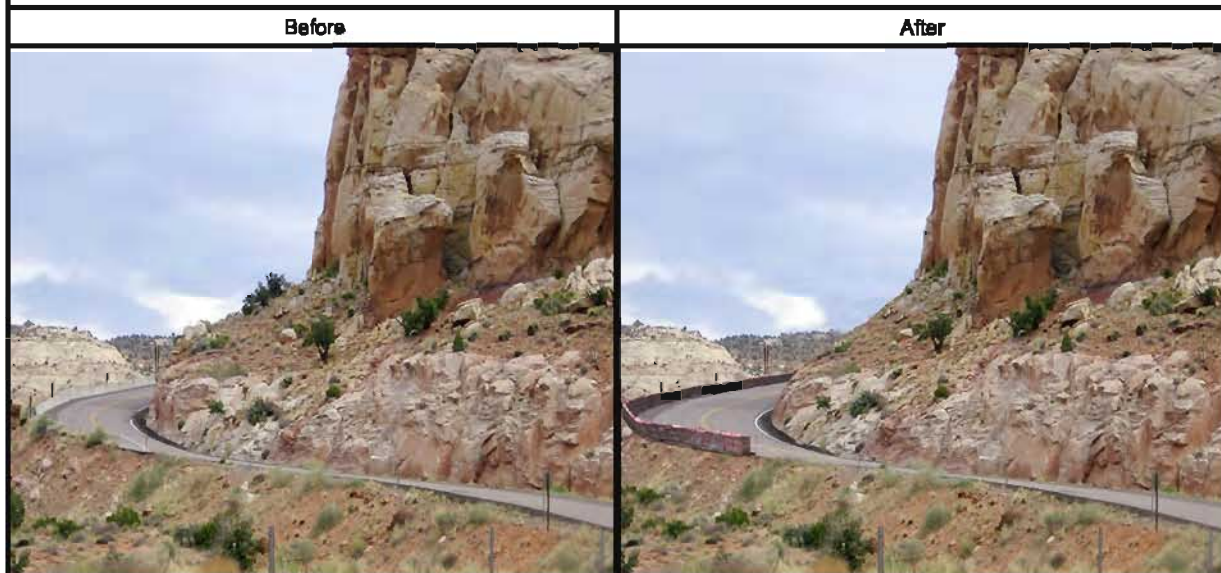




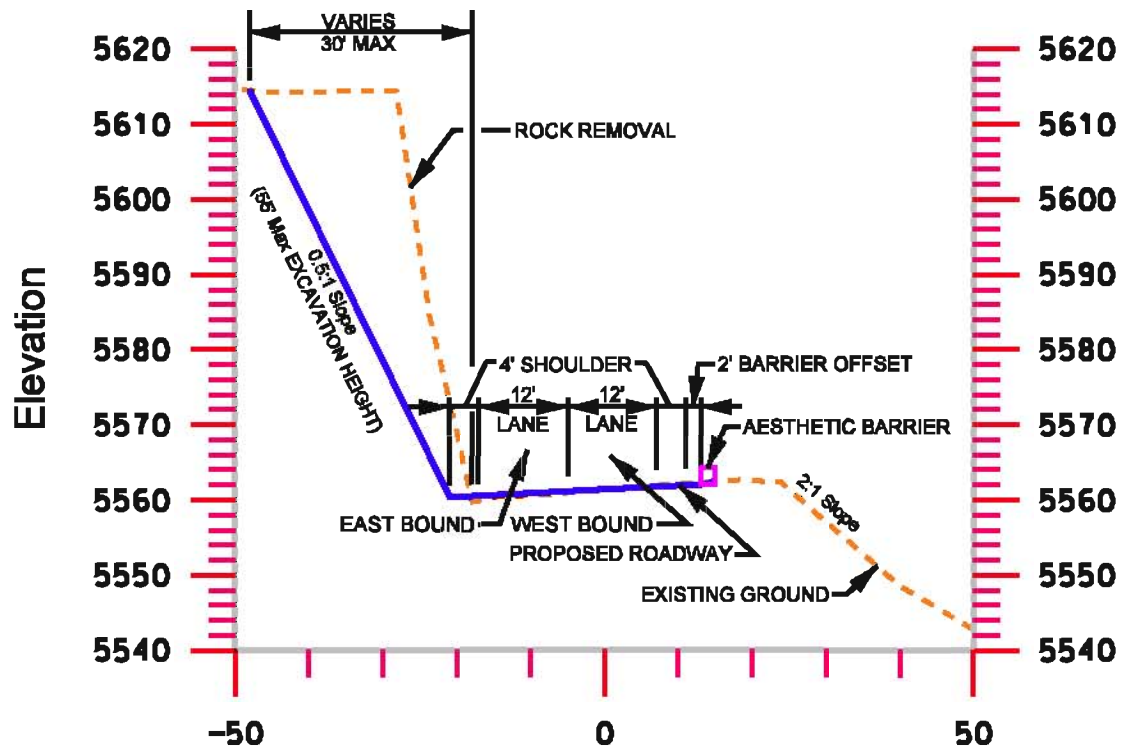


Cross Section (at Location A-A) Rock Removal Option Milepost (MP) 75.4
Typical for Approximately 220-Feet of the Total 300-Foot Long Improvement

Graphic 2.3: Simulation of Roadside Stabilization at MP 75.4 Option 1-Rock Removal (View 1)

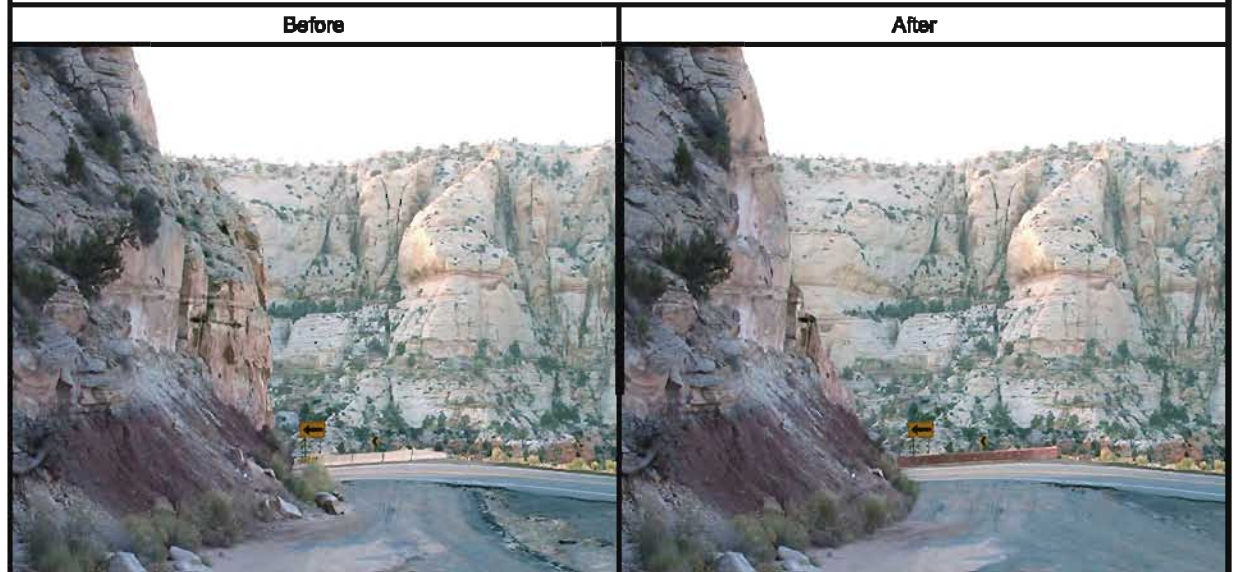


View of Curve From South Looking North

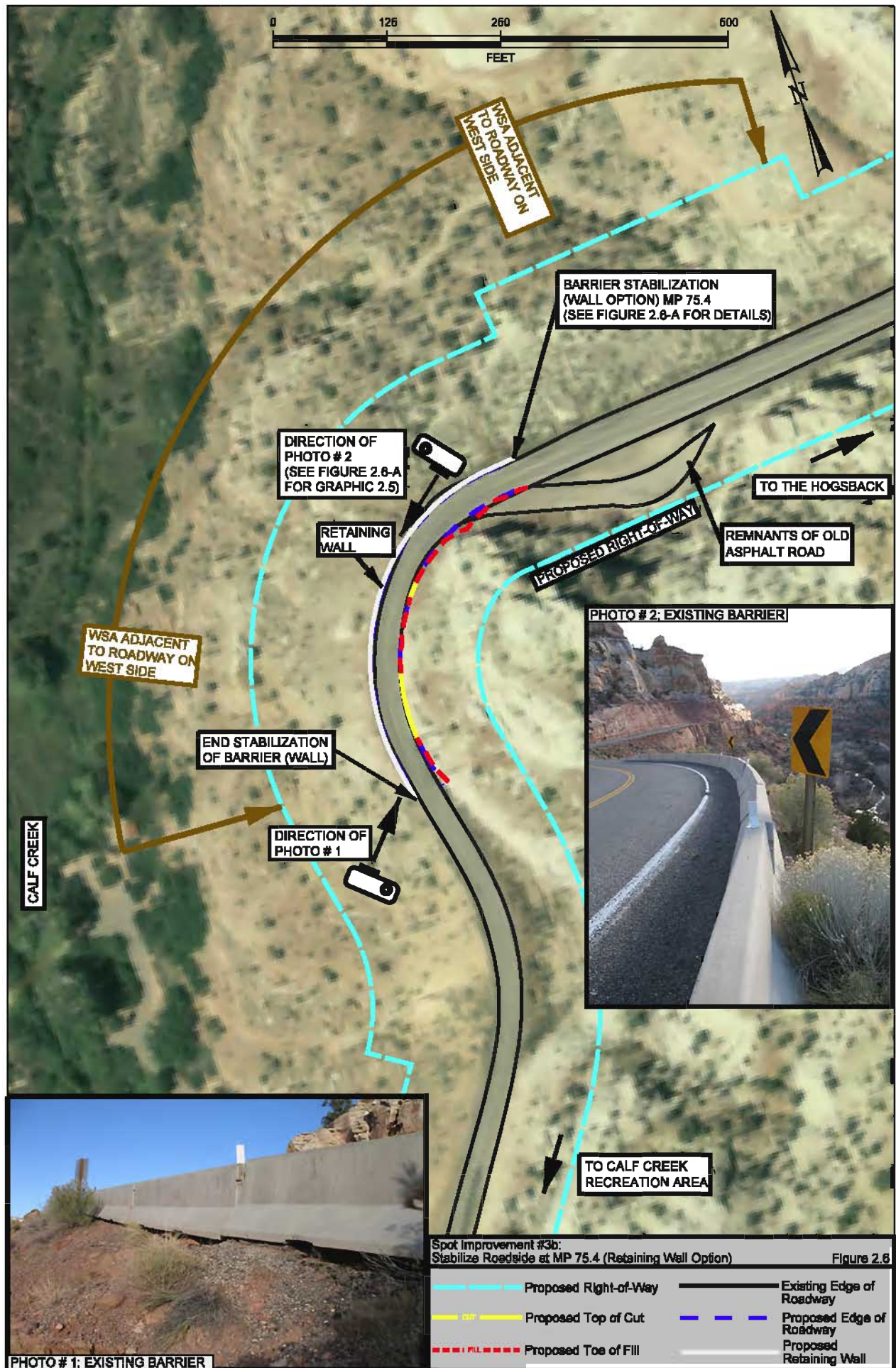


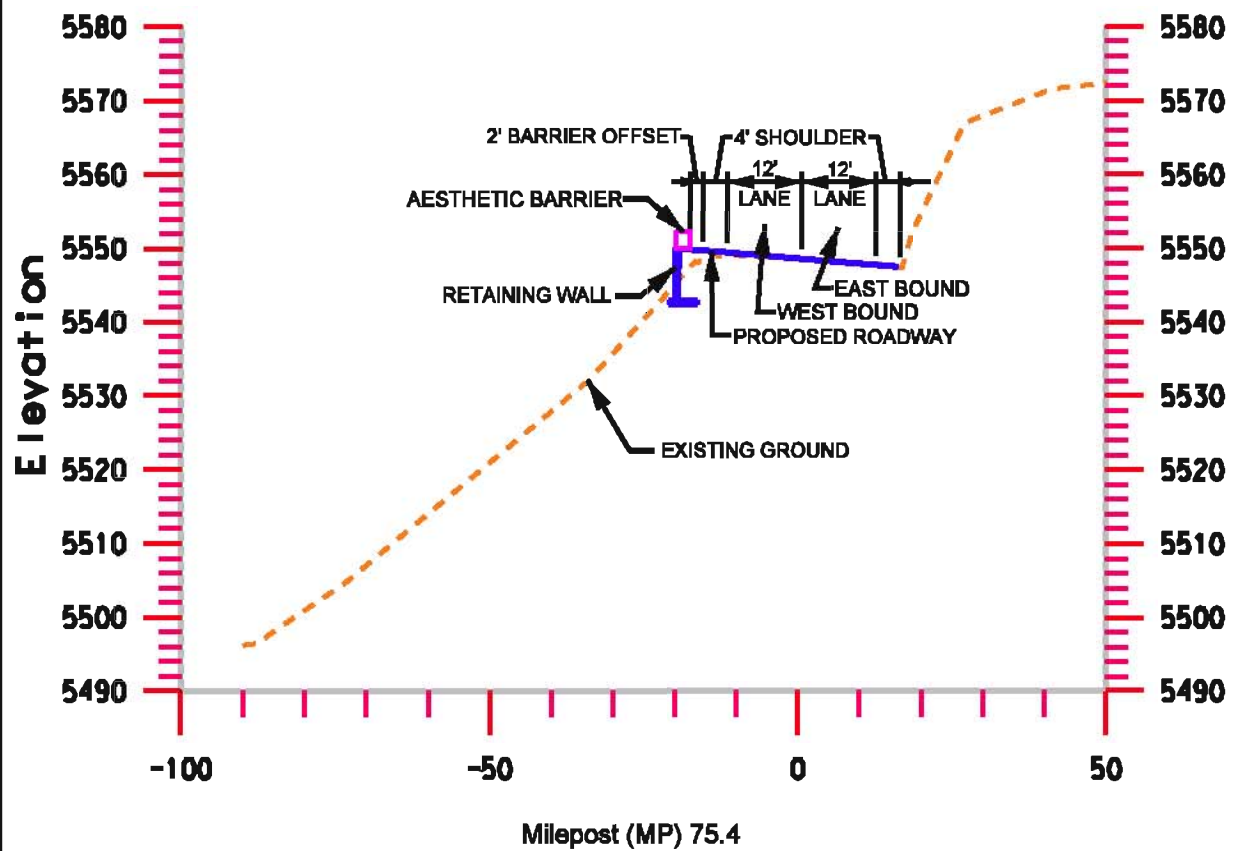
Cross Section (at Location B-B) Rock Removal Option Milepost (MP) 75.4
Typical for Approximately 80-Feet of the Total 300-Foot Long Improvement

Graphic 2.4: Simulation of Roadside Stabilization at MP 75.4 Option 1-Rock Removal (View 2)



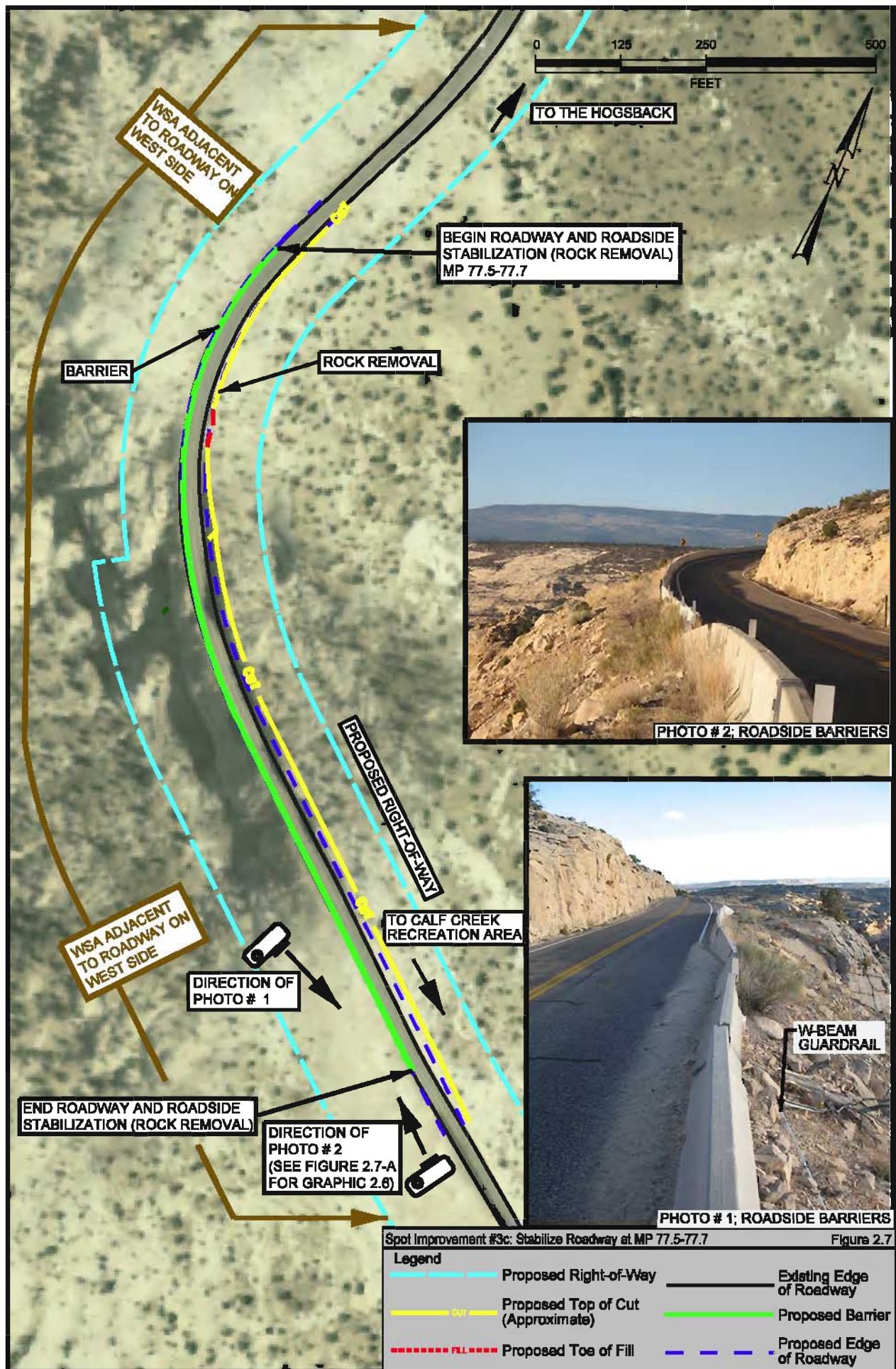
View of Curve From North Looking South

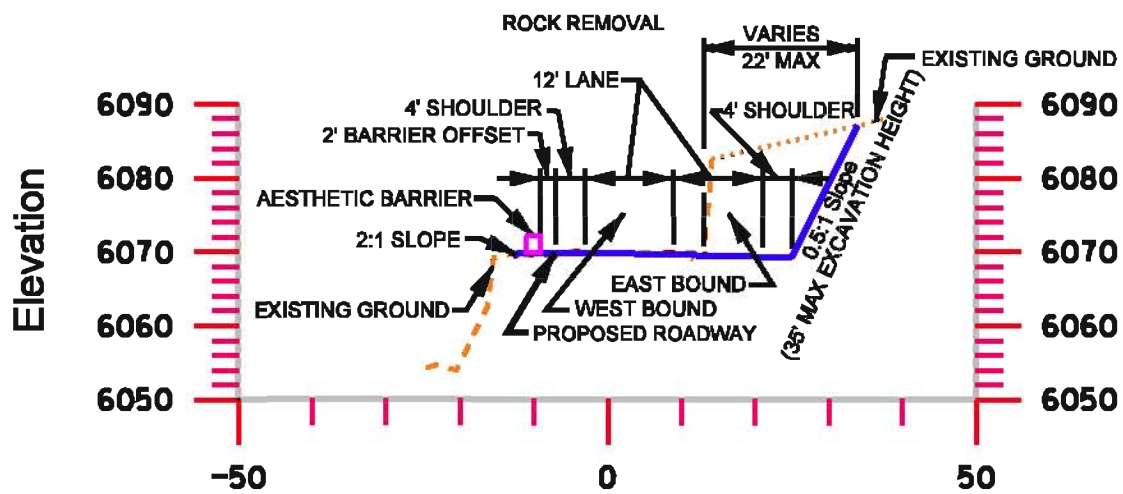




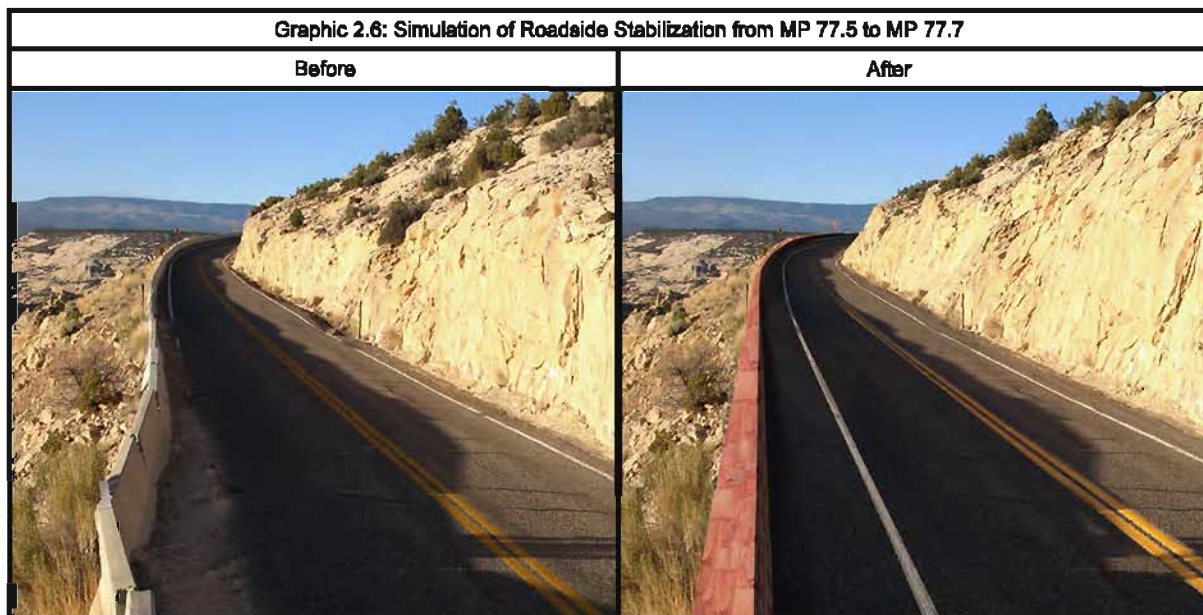
Graphic 2.5: Simulation of Roadside Stabilization at MP 75.4 Option 2-Retaining Wall



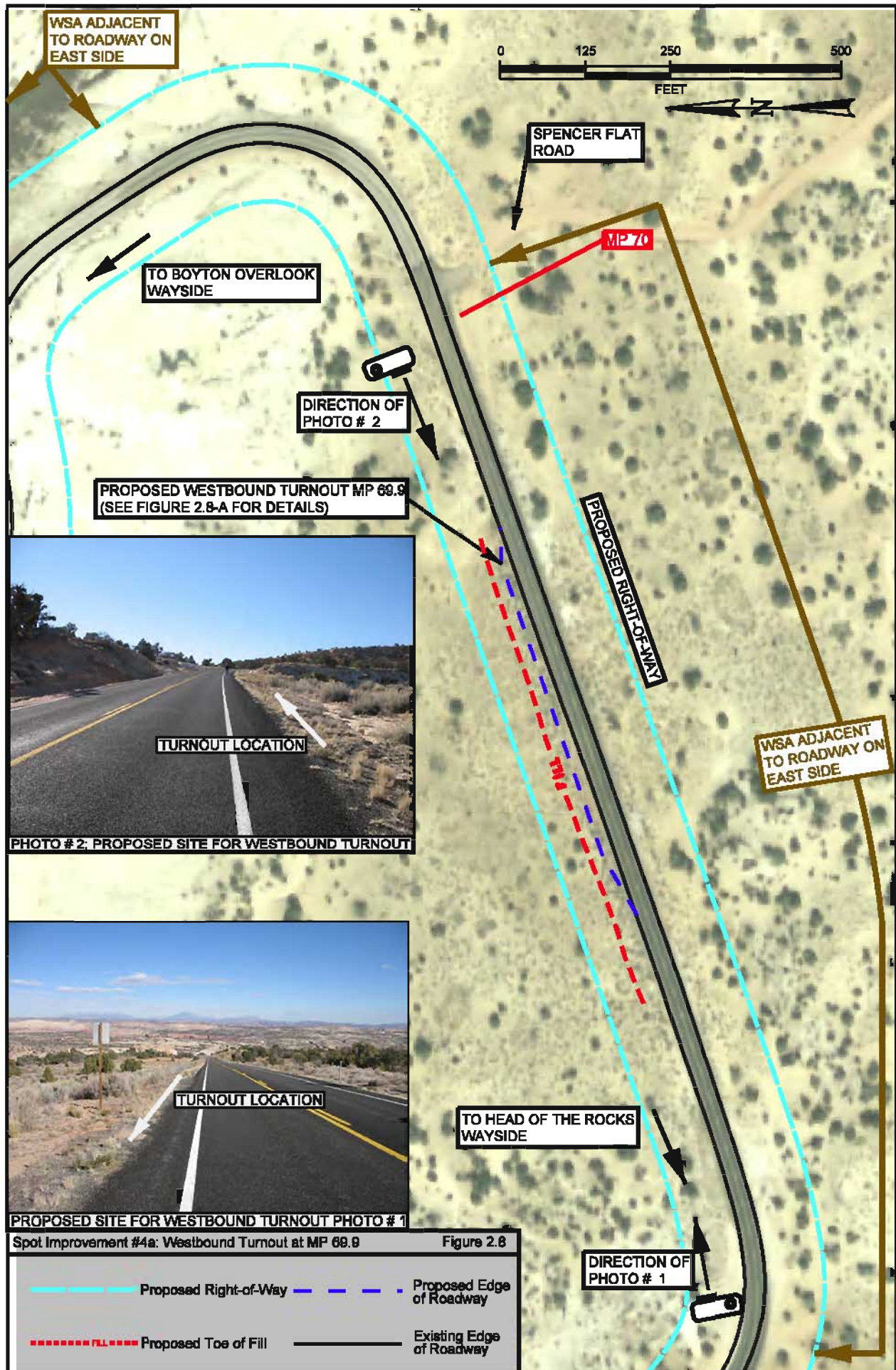


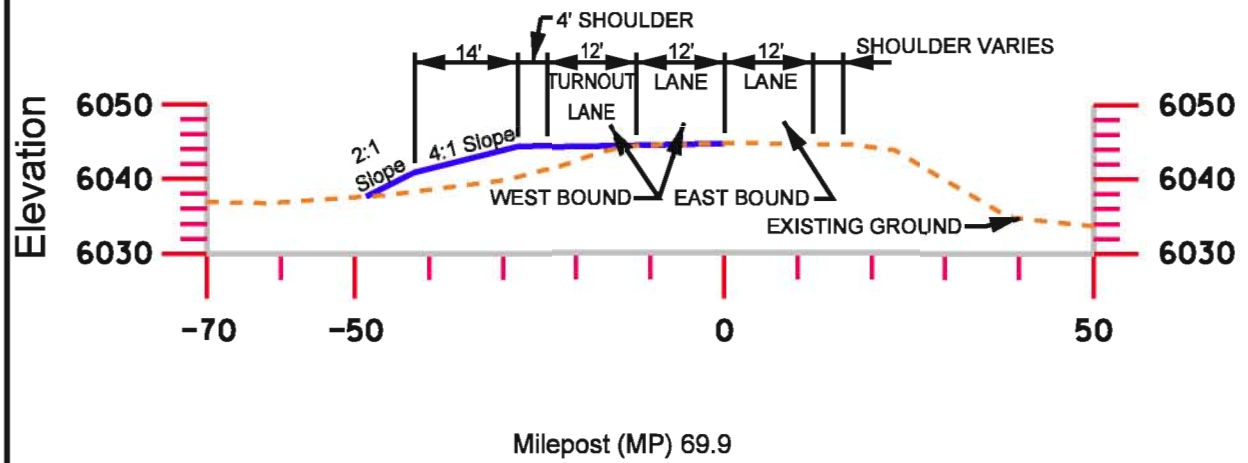


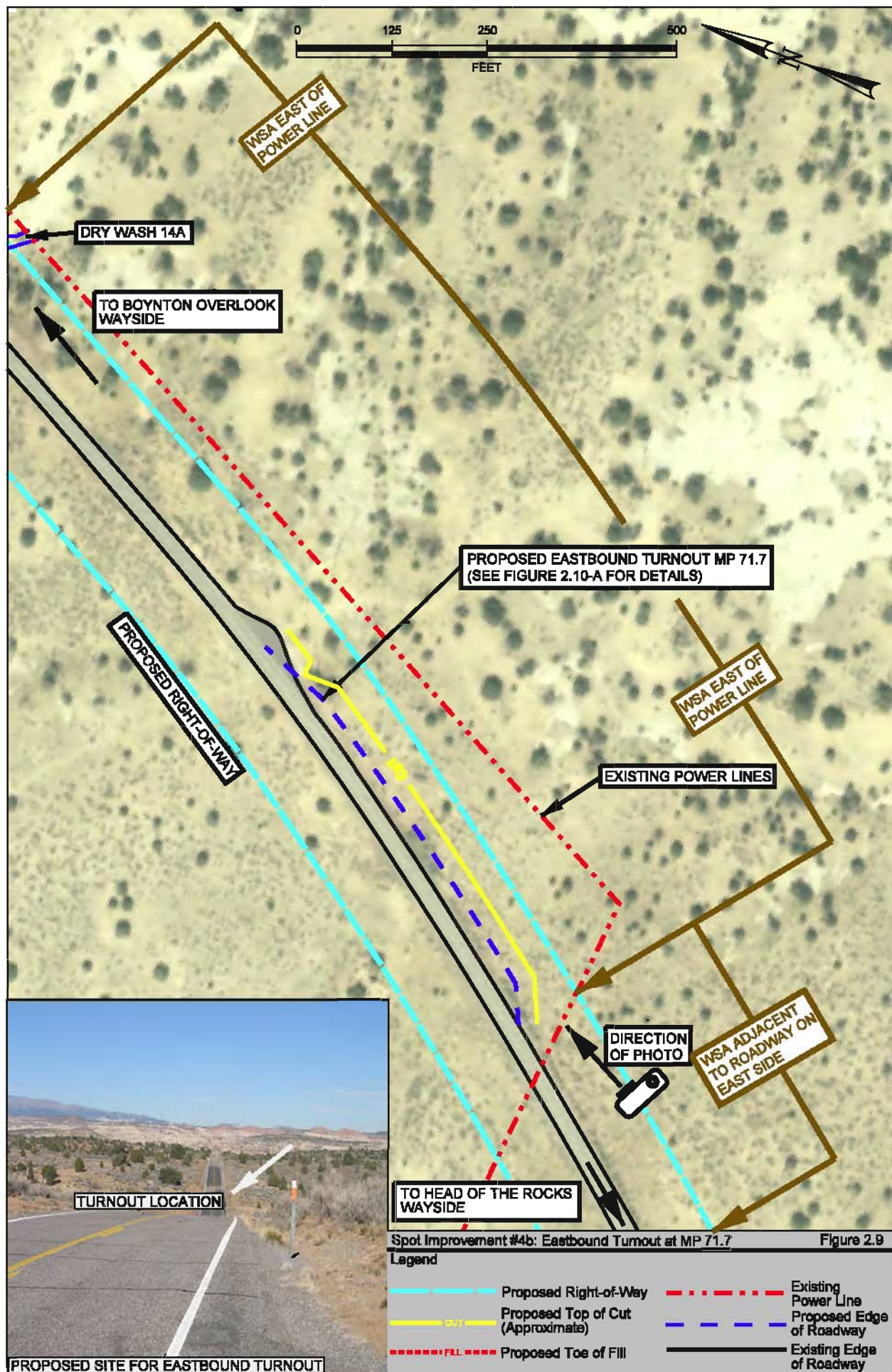
Cross Section of Roadway Rock Removal Milepost (MP) 77.5

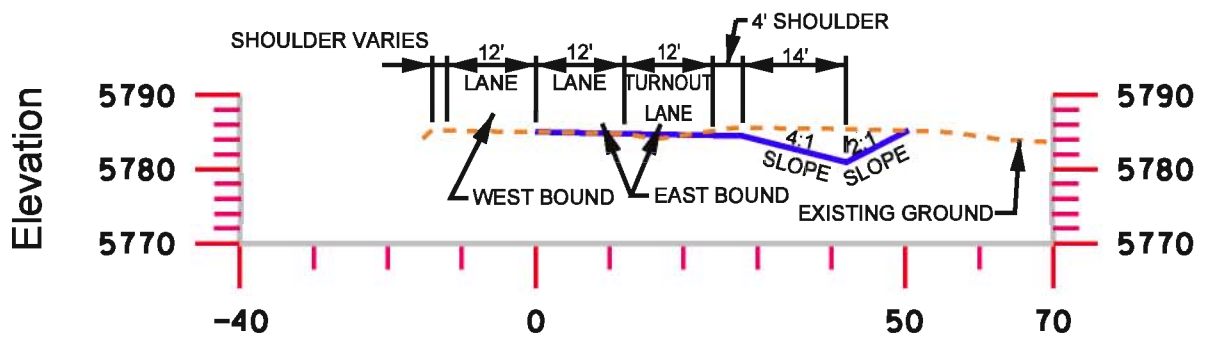


View at MP 77.5 Looking North



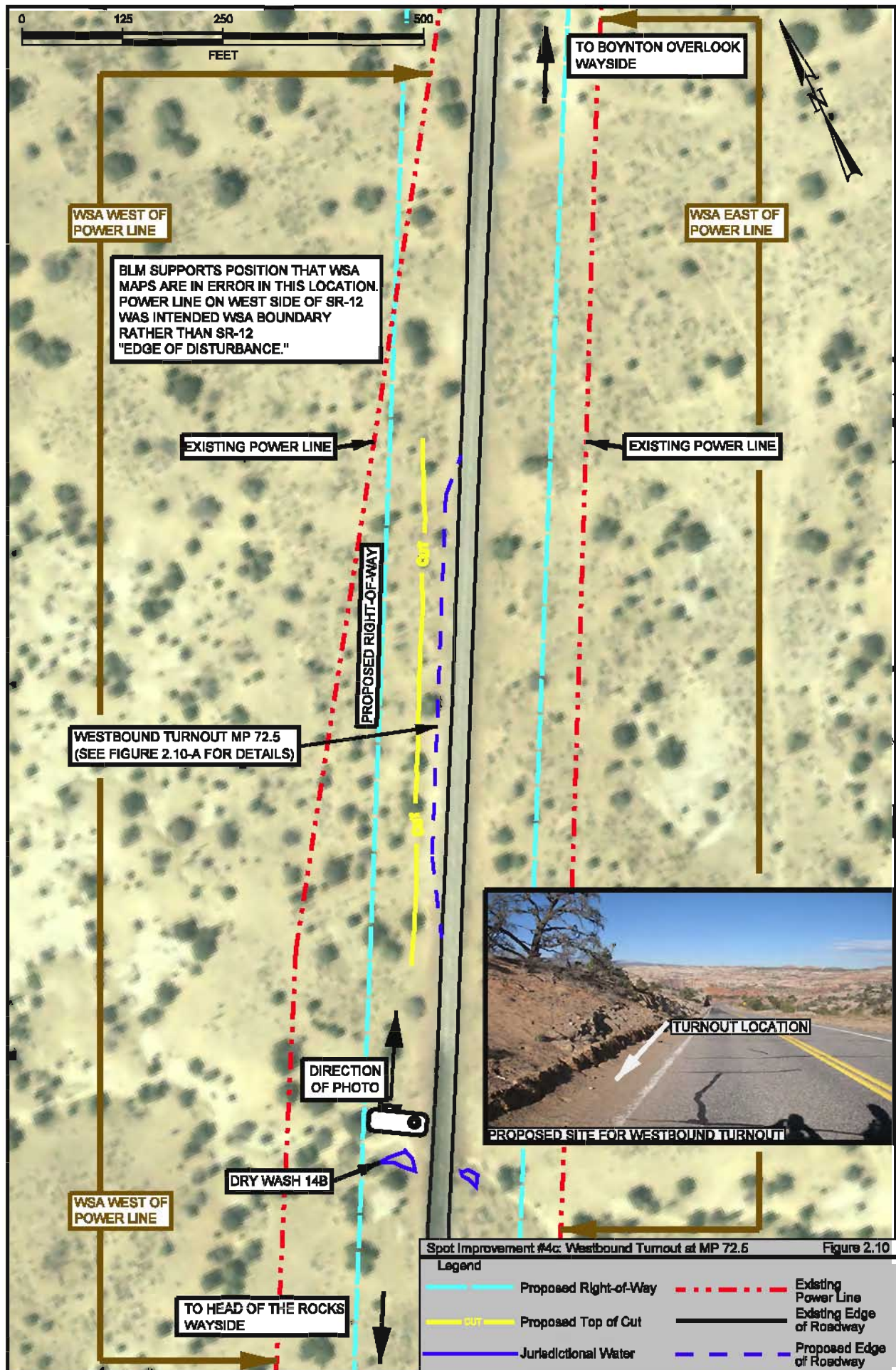


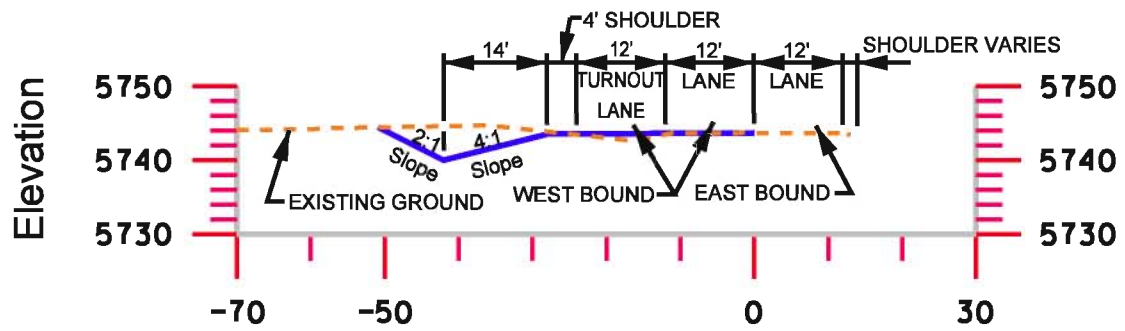




Milepost (MP) 71.7

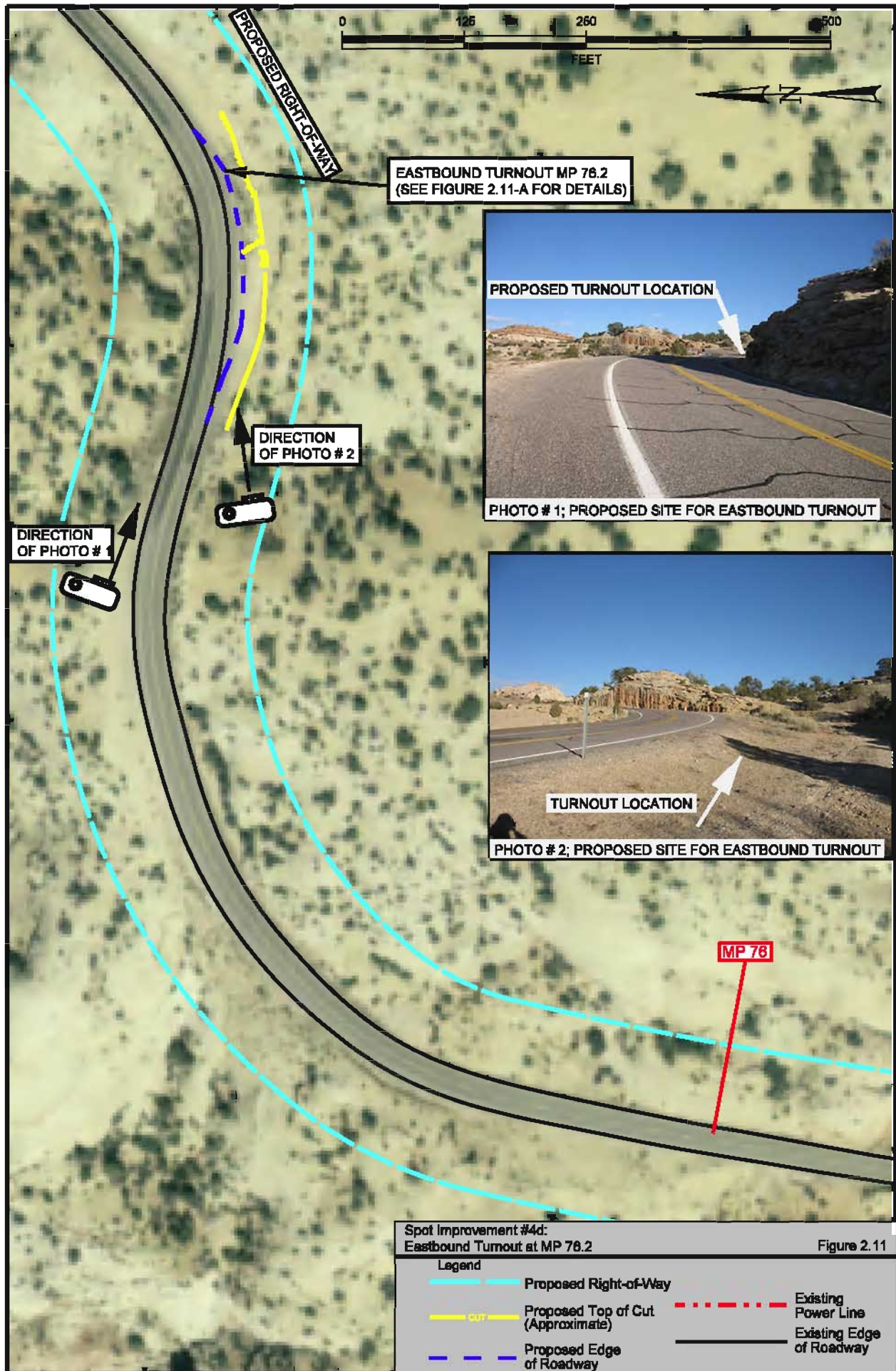
Milepost (MP) 71.7

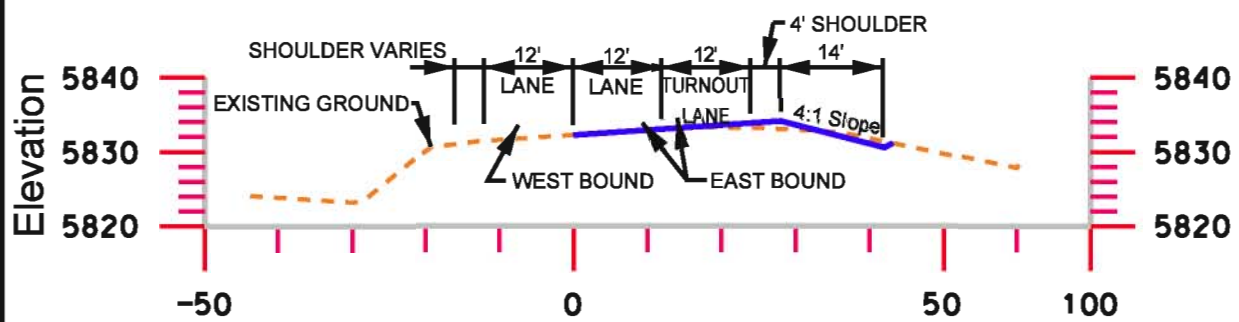




Milepost (MP) 72.5

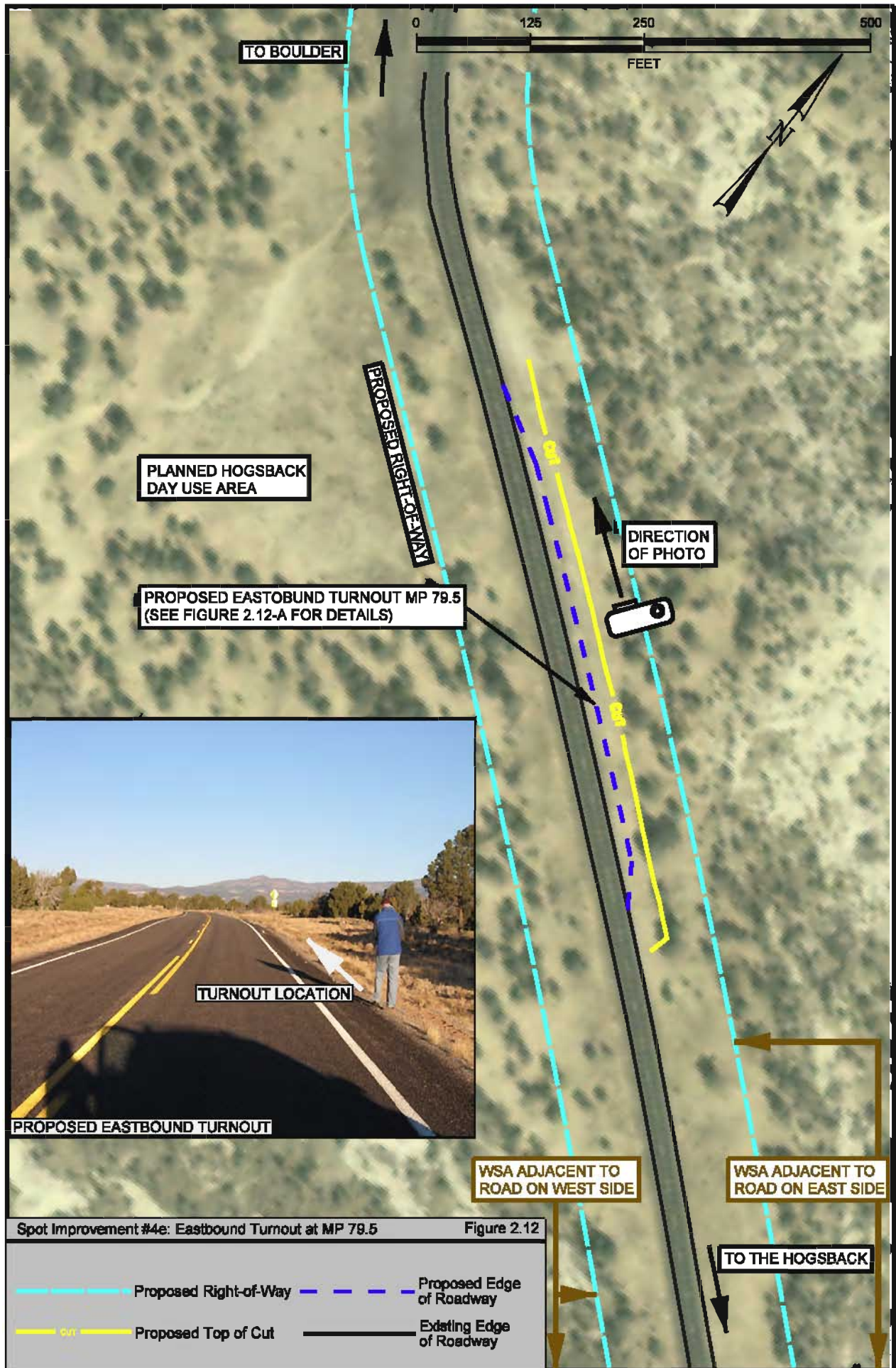
Milepost (MP) 72.5

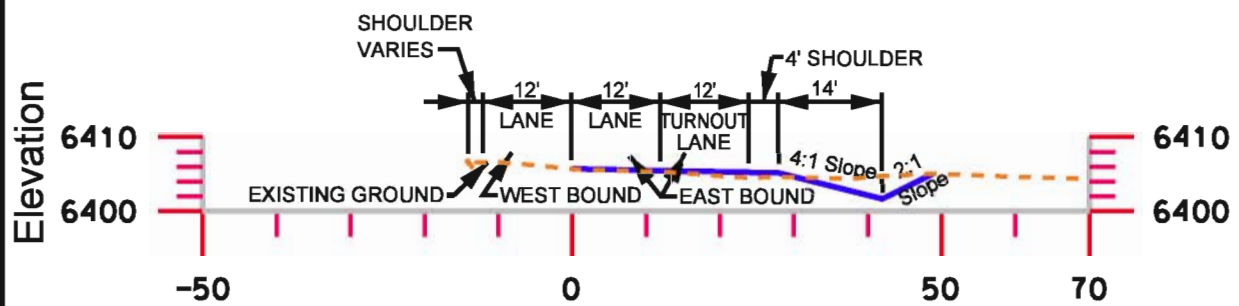




Milepost (MP) 76.2

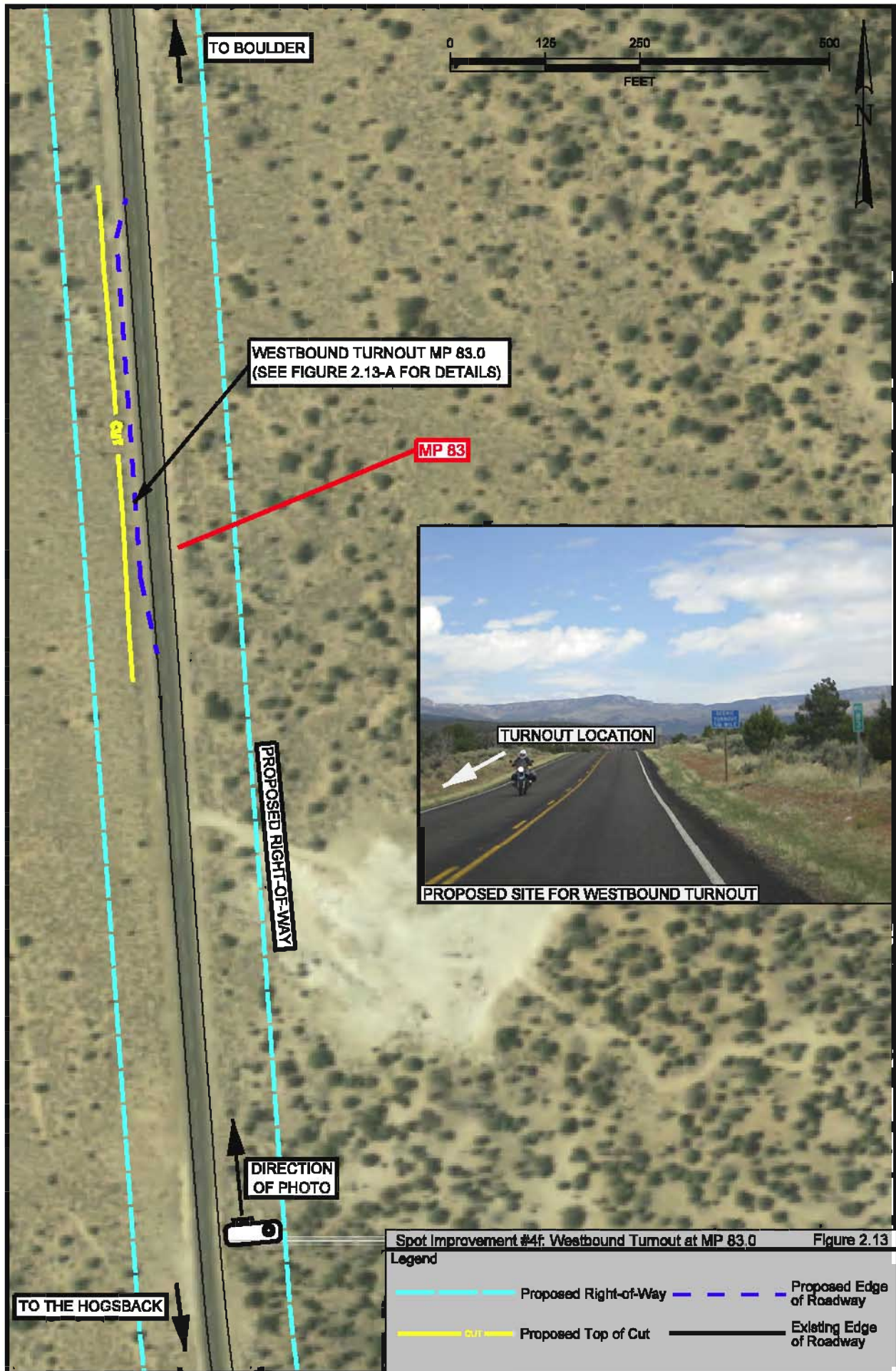
Milepost (MP) 76.2

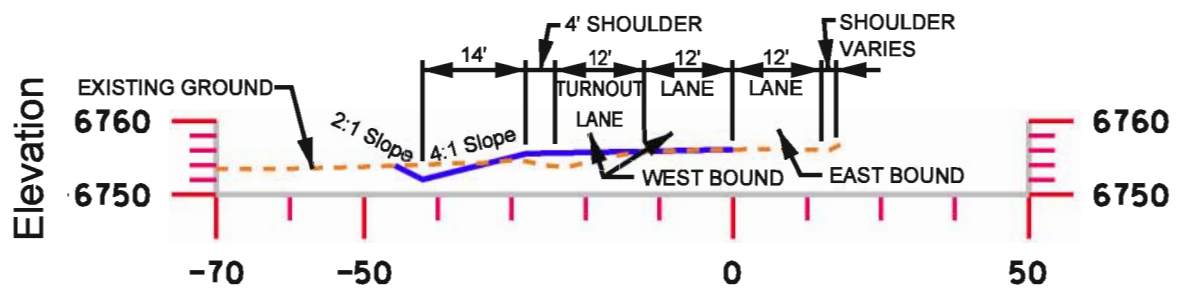




Cross Section of East Bound Turnout Milepost (MP) 79.5

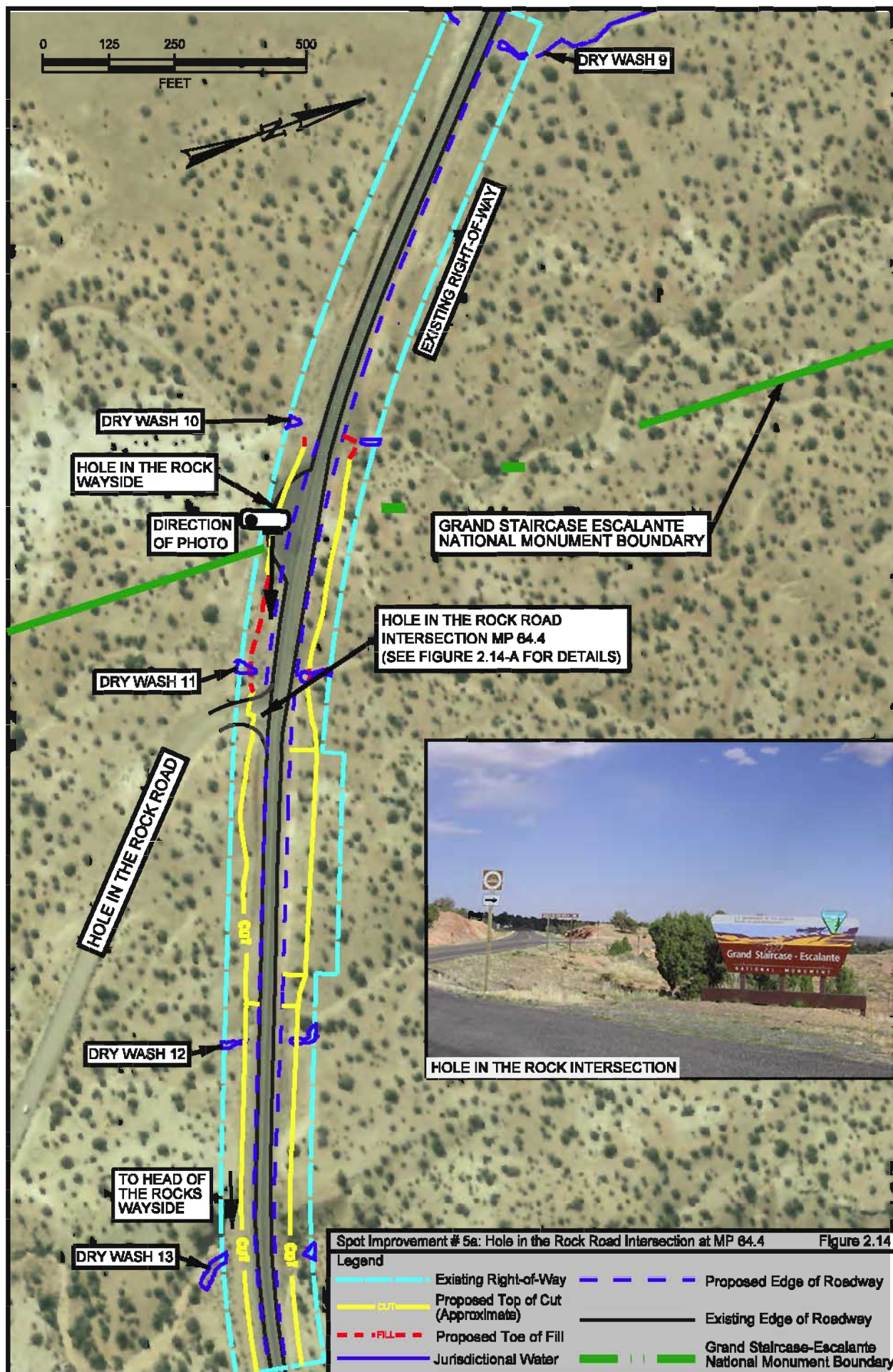
Cross Section of East Bound Turnout Milepost (MP) 79.5

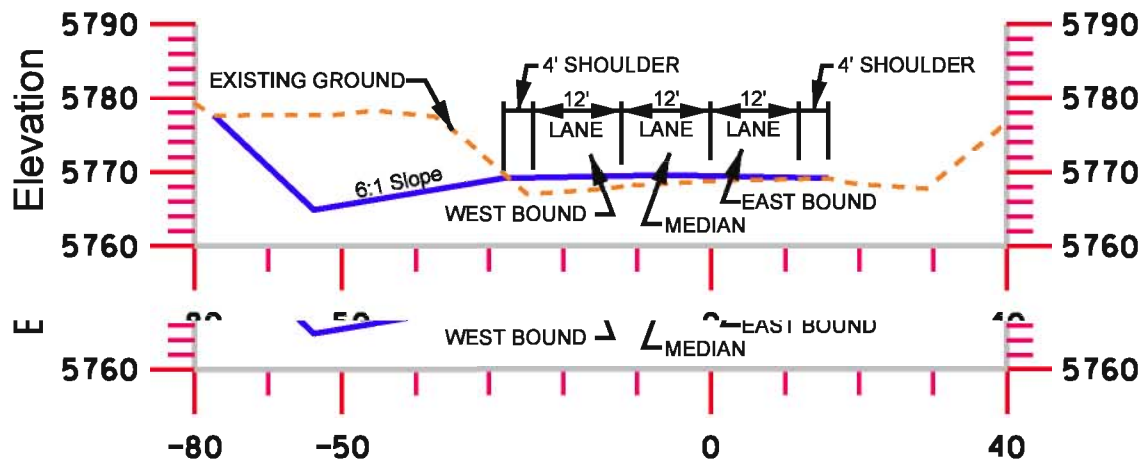
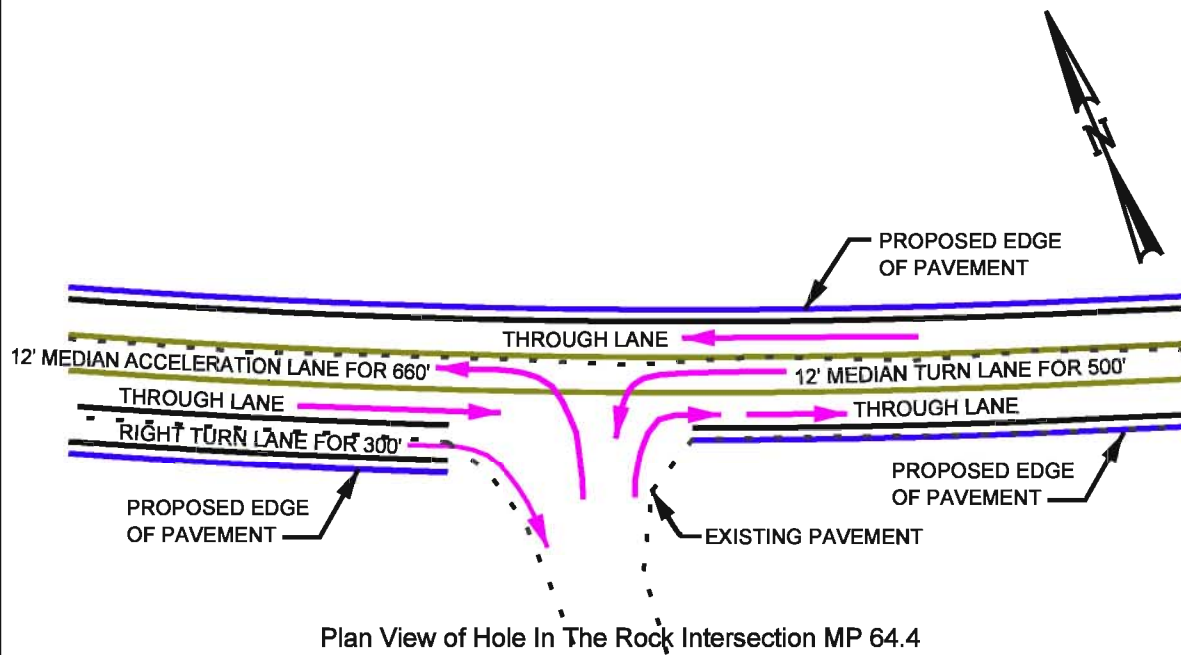


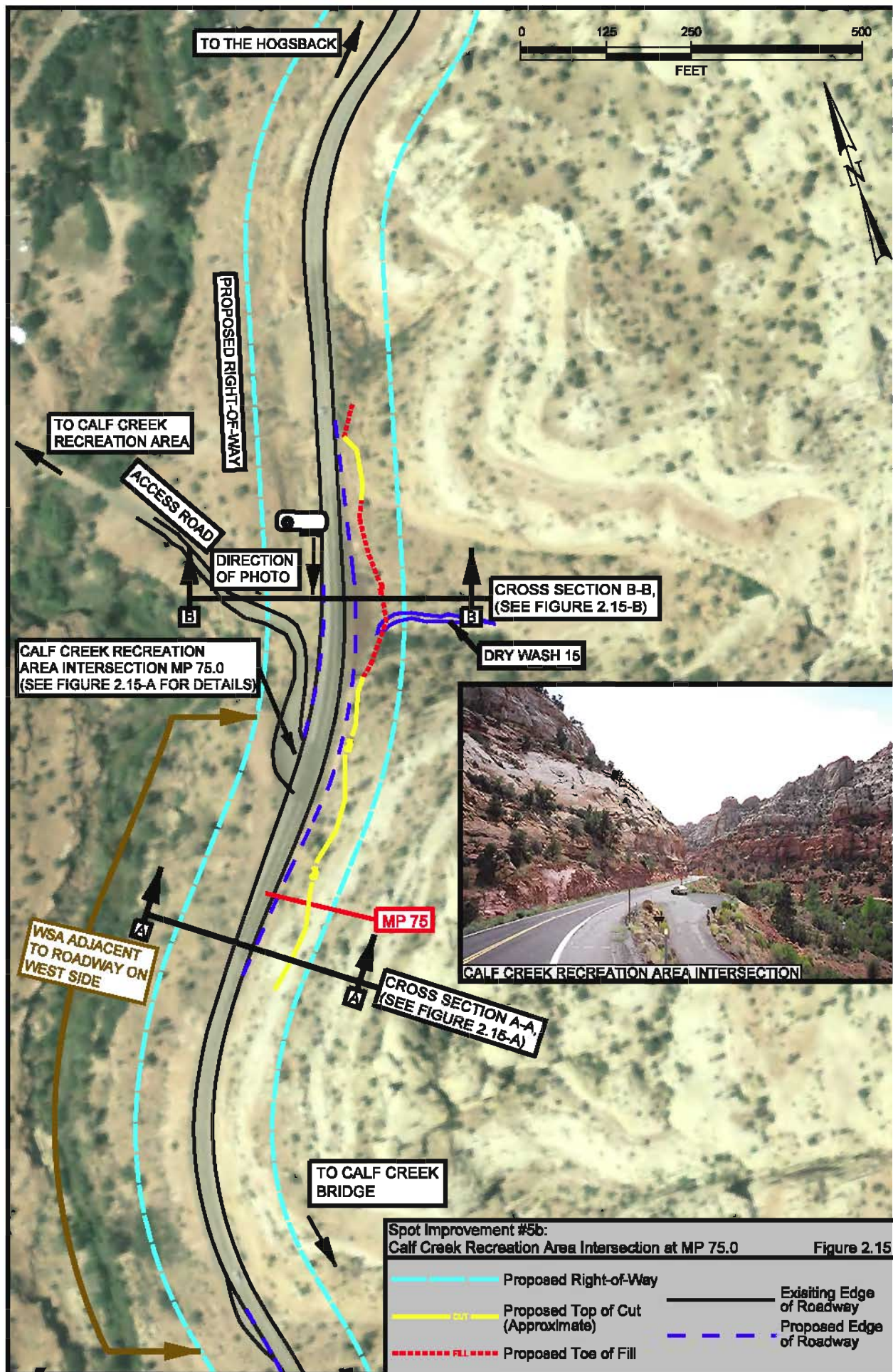


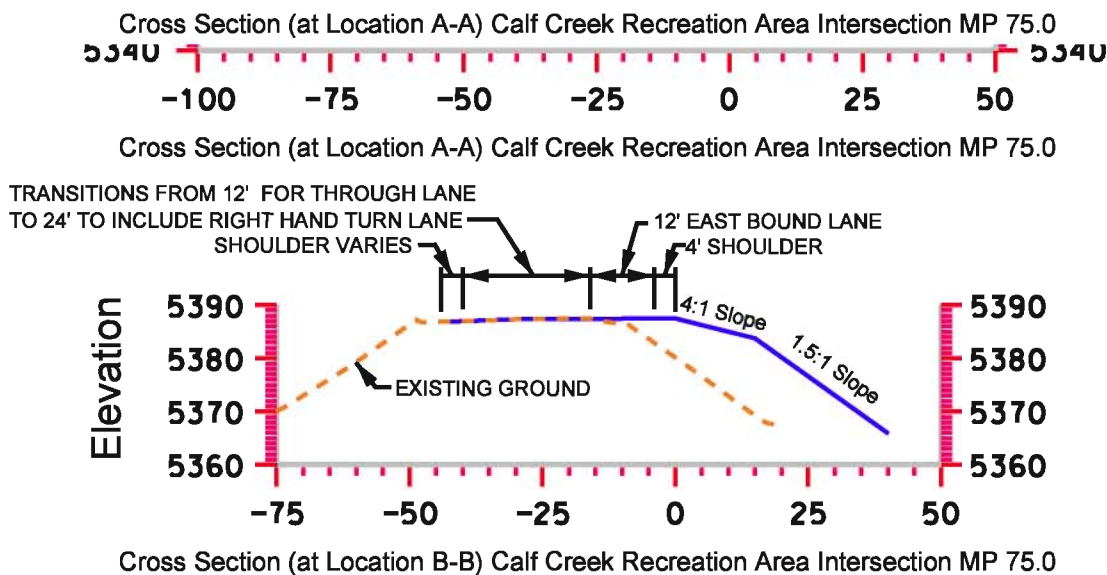
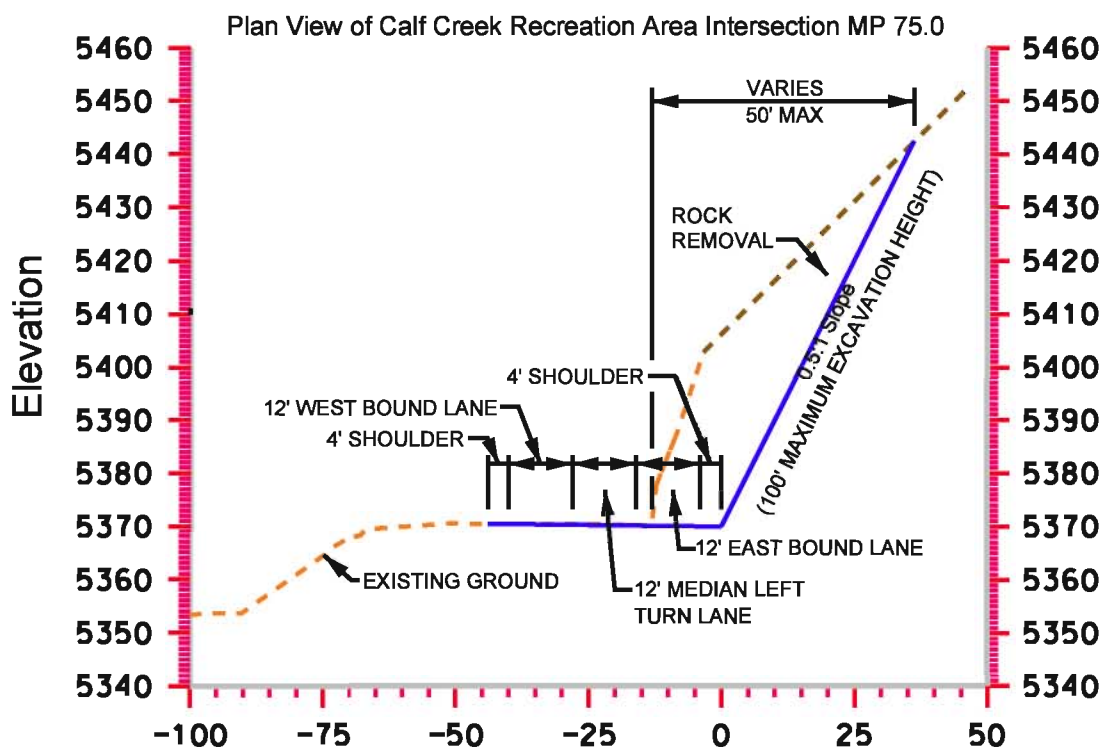
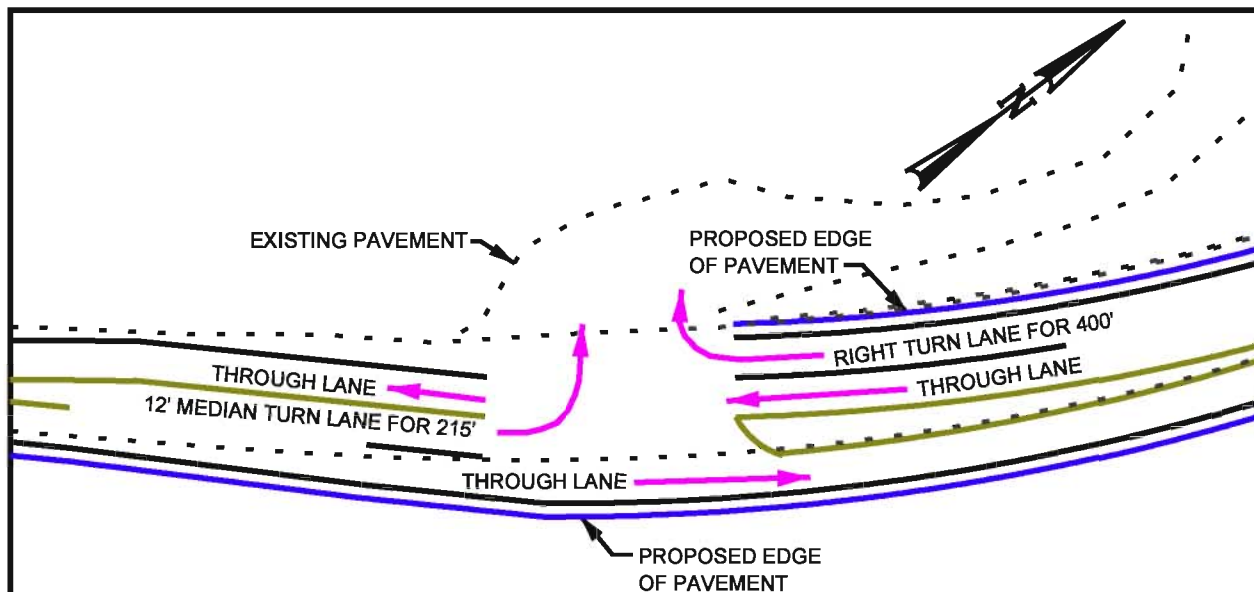
Milepost (MP) 83.0

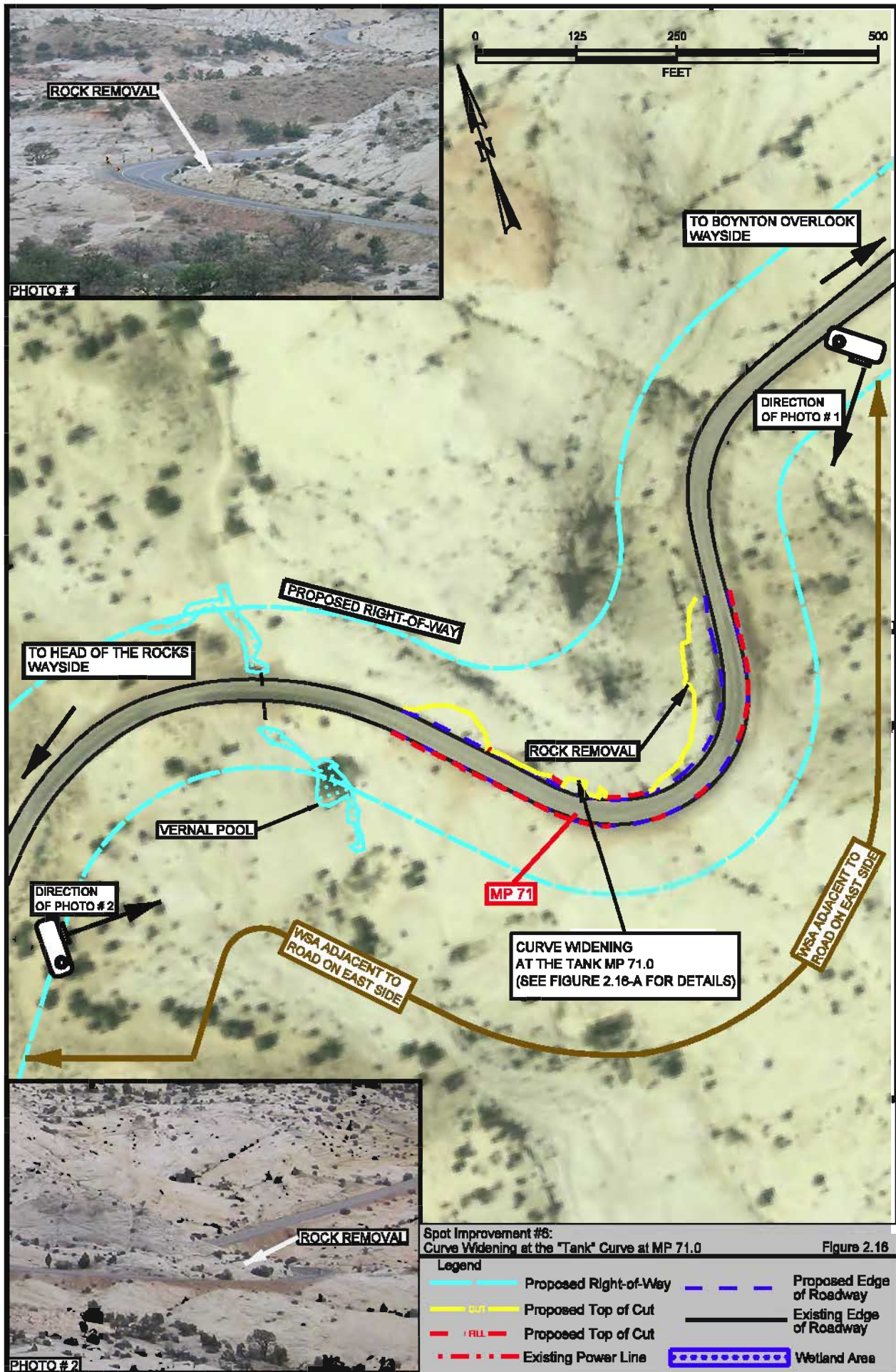
Milepost (MP) 83.0

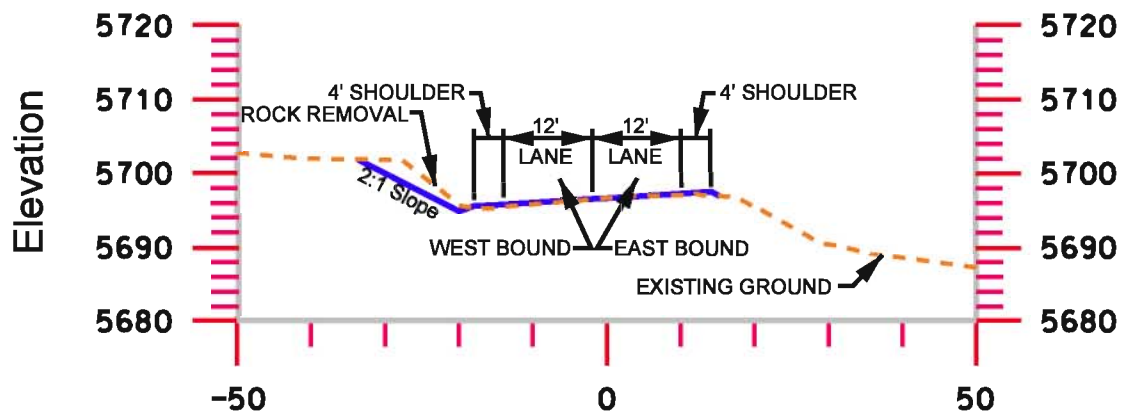












Pavement Widening At "The Tank" Curve M.P. 71.0

Pavement Widening At "The Tank" Curve M.P. 71.0